



**State Long-Range Transportation Plan
2005-2030**

**Public Comment
on Draft Plan**

June 2007



MICHIGAN LONG RANGE TRANSPORTATION PLAN

*Prepared by
The Michigan Department
of Transportation*

Table of Contents

Chapter 1. Introduction.....	1
Chapter 2. Summary of Comments on Draft Plan	4
Chapter 3. Response Discussion	6
Chapter 4. Conclusion	10

List of Figures

Figure 1: Do You Represent an Organization?	1
Figure 2: Zip Code Locations of Web Responses	2

Appendices

Appendix A: Notifications.....	A-1
Appendix B: Third Round Comments: Draft Plan.....	B-1

Executive Summary

The *MI Transportation Plan: Moving Michigan Forward* sets forth the decision principles that will be the foundation of our transportation investments and provides strategies that will advance the vision for transportation. Kicking off in December 2005, and building on the results of the two large-scale summits, “The Transportation Summit: Connecting Michigan,” held in December 2003 and 2004, participation has involved hundreds of individuals and stakeholders to refine the vision and direction of transportation in Michigan.

Some comments did point out areas in the Draft Plan that could be more clearly stated for the reader and editorial changes were made. All comments were reviewed and grouped according to topic area. Each was assessed to determine if the comment was one that identified a major omission; identified an area that needed clarification; or identified an area that did not need any clarification. Each comment was further reviewed to determine what type of action, if any, was required. All comments are included in this report and published on the Web site.

Many comments were received regarding funding and expanding bus service, train service, new rapid transit, carpooling, bike paths, and pedestrian needs. One governmental organization commented that they do not believe the plan meets the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) (Pub. L. 109-59, August 10, 2005) planning factors, nor does the plan adequately address multi-modal transportation connections, non-motorized improvements, and that the Corridors of High Significance are all highways. These comments are addressed in this report.

A number of the comments prompted MDOT to edit the final *MI Transportation Plan* document for clarification. The Corridors of Highest Significance corridor discussion is supplemented with additional information from the supporting *International Borders and Corridors Report*. Further clarification is provided about investing to achieve the vision and to explain MDOT’s commitment to partner and support regional efforts for public transportation.

A household survey was also conducted during the comment period. This was the third survey conducted and the results were consistent with prior surveys, indicating public support for the plan’s preferred vision and its multi-modal, integrated approach to long-term transportation solutions. Most respondents found multi-modal integration to be important to the future of transportation in Michigan.

A public review period is considered a valuable way of validating the work that has been done to ensure an inclusive, open and continuous public/partner involvement process. There were no major omissions noted in the Draft Plan during public comment period. This validated the work of the *MI Transportation Plan* planning team in formulating the Draft Plan with extensive public/partner involvement during 2006-2007.

Chapter 1. Introduction

MI Transportation Plan, also known as the State Long-Range Plan, is a 25-year plan for transforming Michigan's transportation system. The 45-day public review period for the draft version of the plan formally began on March 29, 2007, and concluded on May 14, 2007. Comments from interested members of the general public and partners were obtained on the *MI Transportation Plan*, primarily through the following mechanisms and activities:

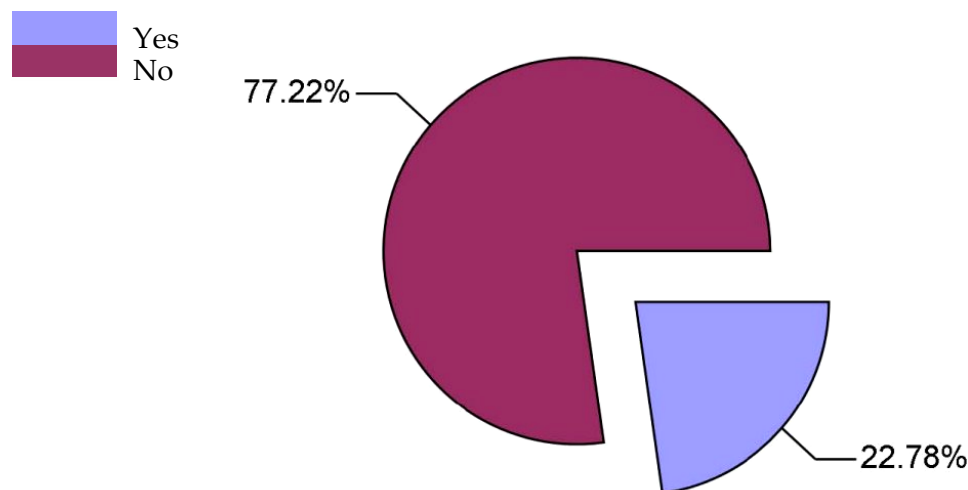
- *MI Transportation Plan* Web site, using the online comment form (78 individuals submitted comments online);
- Written correspondence (four letters were received); and
- Household Survey (1,100 households).

E-mail lists, notices, and press releases were utilized in informing stakeholders, partners and the public that the draft *MI Transportation Plan* had been posted on the Web site for public review.

Two press releases were prepared by MDOT's Office of Communications. The first notice described how a hard copy of the plan could be requested and how comments could be submitted by fax, mail, e-mail, or the Web site comment form. The printed document and comment forms were made available at MDOT's Region Offices and Transportation Service Centers (TSCs).

Notices through email were sent to our database of 695 individuals and agency contacts, who were encouraged to forward to their memberships. **Figure 1** shows that almost 77 percent who used our web questionnaire were individuals not associated with any organization.

Figure 1: Do You Represent an Organization?



Source: Neighborhood America

Of the 78 Web comments received, all but five came from Southeast Michigan. **Figure 2** shows the geographic distribution by zip code of Web responses.

Figure 2: Zip Code Locations of Web Responses



Source: Neighborhood America

A household survey was also conducted. The Michigan public continues to support the long-range transportation preferred vision developed by MDOT and is supportive of the multi-modal integration that is a part of the plan. This was the final of three telephone surveys for the State Long-Range Plan. The first survey, conducted in February 2006, explored the opinions of adult residents of the state of Michigan toward the Michigan Department of Transportation (MDOT), the state of transportation in Michigan, and the preference for change in transportation policy. The results of the survey, along with results from an Economic Advisory Group, stakeholder interviews, stakeholder workshops, and open house public meetings, were used to develop a preferred public vision for transportation in Michigan in 2030. This preferred public vision, along with technical reports documenting the actual current condition of Michigan's transportation system and the deliberation of the MDOT Leadership Team, was used to develop the 2030 Preferred Vision.

The second survey, conducted in December 2006, took the 2030 Preferred Vision back to the public to see if they supported it and to measure support for ways to finance this vision. Results from this survey and other venues have been used to develop the long-range plan.

The final survey's purpose was to explore public support for the draft version of the *MI Transportation Plan: Moving Michigan Forward*. It also measured public support for various ways to fund the plan.

Chapter 2. Summary of Comments on Draft Plan

The most frequent comments on the Draft Plan concerned the need for greater emphasis on alternative modes of travel, especially light passenger rail and bus transit. An aging population, shrinking fossil fuel resources, escalating gas prices and environmental concerns were cited most often as fueling the need for change. The corridors of highest significance were seen as too highways focused or ignoring local needs, specifically those in heavily urbanized areas.

The following is a list of most frequently repeated comments on the Draft Plan grouped according to topic area:

1. Corridors of Highest Significance

- Cars and trucks have been the focus for too long.
- The corridors of highest significance are too highway based.
- The corridors approach is a good strategy.
- There is a corridor between Ann Arbor and Traverse City that needs to be included.
- The plan does not adequately address multi-modal transportation connections, and non-motorized improvements.

2. We need better integration of modes, non-automotive transportation, better land-use mix and higher density, and transit – local and regional.

- Plan needs to address aging population that will not be driving cars.
- We need to transition to other viable modes of transportation.
- Michigan's population is declining and people are driving less.
- Transportation consumers want mode choices.
- Plan does not address climate changes (global warming) and reducing pollution.
- Maintain existing roads before building new ones.
- Integrating is a must.
- Integration is just as important for public transit as it is for the other modes.
- We need better integration of modes, non-automotive transportation, better land-use mix and higher density, and transit – local and regional.
- Facilitate shift back to the cities by funding rapid transit.
- Spend more on mass transit to lure younger people who are leaving the state.
- Mass transit is key to Michigan's economic future.
- Building more roads creates the need for more roads.
- Until alternative modes are in place, Michigan cannot compete with other states.

- Michigan's continued emphasis on highway expansion can only lead to more sprawl.
- Bike paths, sidewalks and wider shoulders for bikes should be included in road improvements. Better signage needed too.
- By developing other modes, there would be less need to repair highways.

3. Vision and Investments

- While the report states that bold action is necessary, spending priorities are still too highways focused.
- Invest in existing infrastructure and in mass transit and non-motorized transit that will improve the attractiveness and market of already developed land.
- Invest in a transportation system that will attract global investment and high-skilled workers.
- Multi-modal expansion does not get any new revenue even in "flexible new revenues."
- Road building encourages sprawl, which increases transportation demands, especially for more roads.
- Like the vision, but don't think the investment strategy supports it.
- We need long-term, sustainable funding.
- Fix heavily urbanized areas first to encourage people to live in cities and slow sprawl.
- Put more money into public transportation, rapid transit, bicycling and pedestrian travel.
- Mass transit must be a major part of investment to achieve the vision.
- Report shows that the people of Michigan want more transportation choices, not business as usual.
- Some of the highways expansion and preservation would be unnecessary if people had strong transportation choices on the rail network.

Other comments received included:

- The plan does not meet the SAFETEA-LU planning factors.
- A well thought out, comprehensive plan.
- It is obvious that careful thought, planning, time and effort went into preparing the 2005-2030 State Long-Range Transportation Plan.
- Want to see the results of the plan A.S.A.P.

Chapter 3. Response Discussion

The *MI Transportation Plan* provides the transportation policy framework intended to guide transportation investments in the state. MDOT's technical analysis and extensive visioning process documented many issues in a series of supporting products, including: the *2030 Preferred Vision for an Integrated Transportation System*; 17 technical reports; *Corridors and International Borders Report*; *Goals, Objectives & Performance Measures Report*; *Revenue Gap and Investment Packages Report*; *Investing to Achieve the Vision Report*; *Economic Impact Analysis Report*; and the *MI Transportation Plan* document. The *MI Transportation Plan* document sets forth the decision principles that will be the foundation of our transportation investments, and provides strategies that will advance the vision. This entire body of work constitutes *MI Transportation Plan: Moving Michigan Forward*, the State Long-Range Transportation Plan, 2005 - 2030.

Meeting Planning Factors

The plan covers all of the SAFETEA-LU planning factors. Considerations of these planning factors were reflected, as appropriate, in the statewide transportation planning process. The eight SAFETEA-LU planning factors are:

1. Support the economic vitality of the United States, the states, metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system.

The *Goals, Objectives, and Performance Measures Report* establishes the linkage between MDOT's mission and the SAFETEA-LU planning factors. The four goal areas reflect these factors, and have as objectives under each goal area three categories:

1. Integration;
2. Economic Benefit; and
3. Quality of Life.

The four goal areas reflect the department's highest priorities, incorporate all issues, and are consistent with both the SAFETEA-LU planning factors and approaches used by other leading state departments of transportation across the country. The goals are:

- **Stewardship: Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.**

This goal focuses on MDOT roles and responsibilities associated with being good stewards of Michigan's resources, based on a holistic view of resources. It includes funding, physical transportation assets, the physical and human environment, and the Michigan economy.

- **System Improvement: Modernize and enhance the transportation system to improve mobility and accessibility.**

This goal emphasizes the various areas where MDOT can either make direct investments or support and encourage investments by other entities to improve the efficiency and effectiveness of Michigan's transportation system. The objectives under this goal focus on improvements to modernize, expand, and connect the system to support economic growth and better facilitate the movement of goods, people, and services. The goal also identifies the importance of considering local values during the planning, design and implementation of system improvements.

- **Efficient and Effective Operations: Improve the efficiency and effectiveness of the transportation system and transportation services and expand MDOT's coordination and collaboration with partners.**

This goal reflects MDOT's desire to get the greatest possible performance from Michigan's existing transportation assets and future system improvements. The goal also addresses the importance of operating a transportation system and providing services to ensure that citizens and stakeholders have modal choices. The recommended objectives under this area focus on the application of technology, stronger coordination and cooperation with public and private sector partners, and improved intermodal transfers.

- **Safety and Security: Continue to improve transportation safety and ensure the security of the transportation system.**

This goal continues MDOT's long-standing commitment to build, maintain, and operate the safest transportation system possible. The objectives under this goal emphasize both traditional safety initiatives aimed at reducing fatalities, injuries and crashes, as well as efforts to address new transportation system security needs in the wake of 9/11 and increased concern about terrorism.

Discussion on Major Topic Areas

1. The Corridors of High Significance are all highways.

A number of comments were received regarding our corridor section in the plan. Corridors of Highest Significance were developed through an integrated, multi-modal analysis. The analysis assessed the journey of people and the supply chain movements of goods that passengers and freight travel along geographic corridors on multiple modes between locations or activity centers both within and outside Michigan. Corridors of Highest Significance roughly coincide with highways that connect their endpoints. The *Corridors and International Borders Report* and supporting material discusses in detail the analysis and identification of our multi-modal corridors. The *MI Transportation Plan* document has been edited to include the corridor definitions and activity center approach employed, as it was unclear that MDOT did indeed develop and identify multi-modal transportation corridors.

Several comments requested that a corridor between Ann Arbor and Traverse City be included. The *Corridors and International Borders Report* identifies Traverse City as an activity center, and it is served by the Mackinac City-St. Ignace-Holland Corridor of Highest Significance, and by the Petoskey-Grand Rapids Indiana Corridor, which connects to Traverse City via M-72. There are no direct routes between Ann Arbor and Traverse City, and thus they are included as two activity centers along different Corridors of Highest Significance. The investigations that underlie this section of the plan did not reveal overlooked volumes or patterns between these city pairs that would merit alternative treatment in the plan.

2. We need better integration of modes, non-automotive transportation, better land-use mix and higher density, and transit – local and regional.

One goal of *MI Transportation Plan* is to present the different aspects of the transportation system in an integrated manner. The technical reports describe the separate programs and infrastructure assets that make up the system, and the *Integration Technical Report* uses insights from the other technical reports to recommend approaches to removing barriers in order to achieve a statewide-integrated transportation system that supports Michigan's economy. Other components of the plan – from consideration of the complex issues influencing transportation to the financial analysis, decision principles, and investment strategies all incorporate integrated, multi-modal approaches.

The state's transportation system has wide-ranging consequences for the quality of the natural environment as well as for energy use. Several individuals expressed concern specifically about transportation's contribution to global warming. The integrated transportation system, which includes investment in lower-emission alternatives, such as alternative fuels, reducing vehicle miles traveled, and more ride share options, is essential to reducing carbon emissions and improving air quality for this generation and generations to come.

3. Vision and Investments

Several commentors felt that while the report states that bold action is necessary, spending priorities are still too highways focused. The plan vision clearly articulates the public's demand for more transportation options and does envision major improvements in public transportation. The road system will continue to be the predominant feature of a system that moves passengers statewide, and many of the alternatives will rely on a well-maintained and highly functional infrastructure. Urban transit buses need roads in good condition, operational changes are not exclusive of transit options (such as rapid bus lanes), and intercity buses need congestion problems to be addressed. The investment scenario outlined in *MI Transportation Plan*, "Investing to Achieve the Vision," meets almost 80 percent of the multi-modal preservation needs for through 2030 (most of the multi-modal preservation needs were transit, but also includes rail passenger facilities, carpool lots, and pedestrian and bicycle facilities). This percentage of needs met is higher than any other category, except highway preservation, with 89 percent of it needs met. Multi-modal expansion needs (again, mostly transit) are funded at 19 percent, almost on par with highway expansion needs which are funded under this scenario at 21 percent of their forecasted level of need.

It is worth noting that *MI Transportation Plan* makes recommendations for the expenditure of only those revenues that pass through MDOT. It does not include the investment made locally in local transit systems, which accounted for 42 percent of transit operating expenses in 2004. Nor does the Plan make recommendations for the federal transit funds that are awarded directly to local transit agencies. Generally, over 80% of the federal transit funding (primarily capital funds) that come to Michigan each year are programmed locally and MDOT is not involved.

In the *Corridors and International Borders Report*, we have identified broad-based corridor strategies. These strategies implemented by MDOT and its partners will strive to improve overall corridor condition and operation for all modes, including:

- Pedestrian and Bicycle - MDOT will seek to incorporate into the design of its existing projects where possible enhanced long - distance bicycle and snowmobile trails.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to enhance the availability and connectivity of public transit.
- Continue to support local rideshare offices and the MichiVan program to provide commuter alternatives.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing and specialized services.

Chapter 4. Conclusion

The *MI Transportation Plan: Moving Michigan Forward* sets forth the decision principles that will be the foundation of our transportation investments and provides strategies that will advance the vision. Kicking off in December 2005, and building on the results of the two large-scale summits “The Transportation Summit: Connecting Michigan,” held in December 2003 and 2004, hundreds of individuals and stakeholders have contributed to the vision and direction of transportation in Michigan.

From the beginning MDOT set out to produce a long-range plan that would create a vision for an intelligent, inclusive, integrated, and international transportation system that is socially, environmentally, and economically responsible. The process offered an opportunity to review the recent work of related commissions, councils, agencies, and task forces to determine how and to what extent their findings and recommendations may influence the future of transportation in Michigan.

One important characteristics of a long-range transportation plan is that it influences long-term investment strategies, so it was important to ensure that transportation needs and issues were identified and discussed as part of the development process. Through the Economic Advisory Group established for the plan update, stakeholder interviews, workshops, public meetings, household surveys, government-to-government consultations with Tribal Governments of Michigan, and web input, the resulting vision of the *MI Transportation Plan* is a consensus on investment priorities, which in turn will guide program and project decisions.

The final *MI Transportation Plan* document was edited to provide clarification to the corridor discussion, bringing in additional information from the supporting *International Borders and Corridors Report*. Additional clarification is provided in the investing to achieve the vision discussion, and MDOT’s commitment to partner and support regional efforts for public transportation.

The process produced a comprehensive picture of the state of the transportation system. It defined Corridors of Significance, gaps between modes, gaps in service, regional differences, lack of choice or limited mobility, and poor or impeded access to essential markets and services such as health care or employment. The public expressed a desire for more transportation choices and greater access to transportation facilities. Limited resources may limit the ability of transportation providers to integrate Michigan’s transportation system as fully as desired. However, this plan sets forth the decision principles necessary to advance the vision and move Michigan forward.

Appendix A: Notifications

Press Releases**FOR IMMEDIATE RELEASE****FRIDAY, MARCH 30, 2007****CONTACT: Bill Shreck, Director of Communications, 517-335-3084**

MDOT and Michigan libraries announce final 45-day comment period for draft "MI Transportation Plan"

March 30, 2007 - The Michigan Department of Transportation (MDOT) today released its draft state long-range plan for 2005-2030- "MI Transportation Plan: Moving Michigan Forward," which will help guide future transportation decisions. The department is again partnering with the Library of Michigan and local libraries to enable the public to comment on the draft MI Transportation Plan. There is a 45-day public comment period that will end on May 14.

The MI Transportation Plan initiative was launched in June 2006, and offered patrons at participating public libraries the opportunity to complete a brief online questionnaire. MDOT received more than 2,800 completed questionnaires from the first two phases and heard from residents in nearly every county in the state. This input helped to shape the current draft long-range transportation plan, which MDOT invites you to review and comment on.

The third round of MI Transportation Plan questionnaires now is available on the Internet. For the public's convenience, the questionnaire can also be accessed online at participating library Web sites now through May 14. The online questionnaire is available through any Internet connection, 24 hours a day, on the MI Transportation Plan Web site at www.michigan.gov/slrp. A list of the participating libraries is available on this site.

The printed document and comment forms will also be available at MDOT's region offices and Transportation Service Centers (TSCs). A list of all region offices and TSCs is available on MDOT's Web site at www.michigan.gov/mdot. For more information about participating in the MI Transportation Plan questionnaire, the public can call 800-341-1828.

MDOT is seeking the broadest possible public participation in order to develop a transportation system that is socially, environmentally and economically responsible, while taking into consideration the needs of the millions of residents who will use it.



The Library of Michigan is part of the Department of History, Arts and Libraries (HAL). Dedicated to enriching quality of life and strengthening the economy by providing access to information, preserving and promoting Michigan's heritage and fostering cultural creativity, the department also includes the Mackinac Island State Park Commission, the Michigan Council for Arts and Cultural Affairs, the Michigan Film Office and the Michigan Historical Center. For more information, visit www.michigan.gov/hal.

###

**MDOT: Providing the highest quality integrated transportation services
for economic benefit and improved quality of life.**

FOR IMMEDIATE RELEASE**MONDAY, APRIL 30, 2007****CONTACT: Bill Shreck, Director of Communications, 517-335-3084**

You only have two weeks left to send comments to MDOT on draft state long-range transportation plan

April 30, 2007 - You only have two weeks left to comment on the draft state long-range transportation plan released in March by the Michigan Department of Transportation (MDOT). The 45-day public comment period ends May 14. Comments received on the "MI Transportation Plan: Moving Michigan Forward" draft plan for 2005-2030 will help guide future transportation decisions for the state.

MDOT is again partnering with the Library of Michigan and local libraries to encourage public participation. The MI Transportation Plan initiative began in June 2006, and included two previous rounds of questionnaires that were released and responded to by the public. The third round of MI Transportation Plan questionnaires is now available on the Internet. The brief online questionnaire also can be accessed at participating library Web sites and also is available through any Internet connection on the MI Transportation Plan Web site at www.michigan.gov/slrp. A list of the participating libraries is available on this site.

You can obtain a copy of the printed document and a comment form at any MDOT region office and/or Transportation Service Center (TSC). A list of MDOT region offices and TSCs is available on MDOT's Web site at www.michigan.gov/mdot. More information about the MI Transportation Plan questionnaire is available by calling 800-341-1828.

MDOT is seeking the broadest possible public participation in order to develop a transportation system that is socially, environmentally and economically responsible, while taking into consideration the needs of the millions of residents who will use it.

The Library of Michigan is part of the Department of History, Arts and Libraries (HAL). Dedicated to enriching quality of life and strengthening the economy by providing access to information, preserving and promoting Michigan's heritage and fostering cultural creativity, the department also includes the Mackinac Island State Park Commission, the Michigan Council for Arts and Cultural Affairs, the Michigan Film Office and the Michigan Historical Center. For more information, visit www.michigan.gov/hal.



###

**MDOT: Providing the highest quality integrated transportation services
for economic benefit and improved quality of life.**

From: Dorothy Fennell
Sent: Friday, March 30, 2007 11:22 AM
To: Dorothy Fennell
Subject: MI Transportation Plan - Request for Public Comment

Greetings,

We are excited to announce MI Transportation Plan, the State Long-Range Transportation Plan, is now available on the Plan Web site. Thank you for your participation in the process to date. Your participation was a key component in the development of the Plan. Please visit the Web site at www.michigan.gov/slrp, where you can review the Draft version of the Plan. On the Plan Web site you will also find a link to the comment questionnaire. We encourage you to complete this as well. Note that the comment period runs through May 14, 2007. Thank you again for your participation. We look forward to your comments on the Draft version of MI Transportation Plan.

Sincerely,

Dorothy Fennell

Dorothy Fennell, *Planner*
Howard Stein-Hudson Associates
38 Chauncy Street
Boston, MA 02111
(617)- 482-7080
ext. 243

From: Dorothy Fennell
Sent: Friday, April 27, 2007 10:46 AM
To: Dorothy Fennell
Subject: MI Transportation Plan – We Want to Hear From You!

Greetings,

This is a reminder for everyone to please visit the MI Transportation Plan web site, www.michigan.gov/slrp, to review the draft plan and provide us with your comments. We would really like to hear from you, so please submit your feedback before the public comment period closes on May 14th. If you have further questions, Maggie Jackson will be the new contact person. Maggie can best be reached by email, and her address is mcjackson@hshassoc.com.

Thank you for your continued interest in MI Transportation Plan. We look forward to receiving your comments.

Dorothy

Dorothy Fennell, *Planner*
Howard Stein-Hudson Associates
38 Chauncy Street
Boston, MA 02111
(617)- 482-7080
ext. 243

Google News Alert for: **Michigan Department of Transportation**

[Two weeks remain in MDOT comment period](#)

Ironwood Daily Globe - Ironwood,MI,USA

LANSING -- Two weeks remain to comment on the long-range **transportation** plan released in March by the **Michigan Department of Transportation**. ...

[See all stories on this topic](#)

Appendix B: Third Round Comments: Draft Plan

This appendix contains material, which is derived in whole or in part from public comment. The information provided by the public is presented as received on MDOT's *MI Transportation Plan* Web comment form. However, MDOT reserved the right at all times to edit, refuse to post or to remove any information or materials, in whole or in part, that in MDOT's sole discretion are objectionable with regards to inappropriate language. Inappropriate language has been removed.

Overall Impressions by Issue Area

Aging Population

1. Improved modes of transportation will be made available to the aging population. It was mentioned that the senior population will possibly not be able to afford to use their cars.
2. More funding needs to be set aside for public transportation: rail, buses, ride-share, etc. as our population grows. This will be good for the environment as well as Michigan's aging population who find it difficult to drive or cannot due to ailments and disabilities.
3. The cost of a car is becoming outrageously expensive. As I age I don't want to have to own a car, even if it drives itself. Therefore roads are going to become less of a priority for me.

Alternative Energy

1. I also was disappointed to see no alternative energy suggestions for cars. No new gas stations, no alternative fuel encouragement. Nothing. Not even a whisper.

Aviation

1. Aviation investment is out of balance in my opinion (too much \$).
2. Don't need a new terminal at MBS airport nearby.

Changing Needs

1. Many of our road systems functioned OK as rural transportation systems. But when populations exploded, many of the grids did not fit into urban landscapes. A great example of that was the Okemos Road situation. The main grid should have been updated to meet the needs of a growing community about 30 years ago. The Tri-County Regional Planning Commission or another agency should have been leading the way.

2. For Michigan to be a great state, we need to renew our focus on quality of life. For too long, the car and truck have been the focus of our transportation plan. It is time to transition to other viable modes of transportation and to plan our communities in a more compact fashion.
3. I think that MDOT is failing to bite the bullet and make real changes.
4. My overall impression is that it ties future transportation too heavily to roads and personal automobiles.
5. The two Transportation Summits held in 2003 and 2004 were also cited and were pivotal events that identified the tremendous support and public outcry from all parts of the state for improved and expanded multi-modal transportation choices.
6. Since this study was done, there has been many plant and business closures in Michigan. The population is actually declining. It is projected that 3/4 of this years college graduates will leave the state for a job elsewhere. Gas prices continue to go up and people are driving less. So will this study be changed because these are significant events that impact Michigan transportation system.
7. The long-range plan continues to increase miles of roads to reduce congestion. Why? There needs to be other modal way to reduce congestion, such as light rail. I think this study missed the point. Other modes of transportation are needed. Michigan can't continue to just maintain roads! As a transportation consumer I want to be able to choose from different modes of transportation. Right now Michigan does not give me or others including tourists the choice of modes. This is not good for the Michigan economy. Status quo is not an option for the state. We must change. Change is not easy. This report sounds like the major stakeholders want status quo. The state is going to loose big if this happens.
8. With the reduction of employment in the auto industry and fewer people in the middle class, I think you will see less people having second homes, going up North every weekend, and less expansion to suburban areas. Therefore you will have different land use. With the alternate energy, more land should be put back into farming with crops used for alternative energy.
9. People are leaving the state in droves. (no pun intended). Thanks to the internet and cheap airfare in the 1990s, people are traveling more now and realize there are better cities to live in than the suburbs and city of Detroit because of better public transportation and the sophisticated people, ideas, projects and accomplishments that follow it. If Michigan government doesn't see beyond the blindness of it's car oriented voters who have not yet developed a higher taste for transit options, the state will

continue to suffer just meeting the status quo. The Titanic sank "like a rock" in spite of the continuous labeling and marketing as "unsinkable".

Context Sensitive Solutions

1. It is imperative to use contextually sensitive design whether designing a highway or any other road. The township and county engineers are skilled in technical aspects of road design. Engineers set the tone for quality of life issues within local communities. Landscape architects have special training in these areas yet many new or renovation projects are rarely reviewed by trained staff. Township and county design staff are not sophisticated enough or have the necessary funding for hiring landscape architects. The state, county, and township designers need to be integrated into a strong network. Quality of life and contextual review should be as integral as the technical review of all our roads and highways.

Corridors of Significance

- 1 I believe that the corridor from Traverse City to Southeastern Michigan should be included in the corridors of highest significance. Tourism is rapidly gaining on manufacturing as the largest business in the state and we need to provide for continued growth.
2. I agreed with the focus on major transportation routes in order to maximize the limited budget.

Design

1. Waste money on unneeded projects and over engineer. Example: Bad wreck at unneeded new crossover M-47 1 mile north of Freeland. Safer before because dip made cars slow at stop sign. Can now sail thru.

Enhancements

1. \$700,000 waste to plant trees and shrubs in Midland entrance because of new boss at Dow.

Environment

- 1 The draft plan is fundamentally flawed because the plan does not address climate change. Climate change will fundamentally alter Michigan's relationship with transportation, and this draft plan does not begin to address this issue. The plan's

business-as-usual approach will assure that Michigan falls on the losing side of the coming climate change initiatives.

- 2 On of the changes not addressed by the plan is the need to stop the wholesale clear cutting of trees on transportation projects. I just visited my son in Connecticut for a week starting April 27th, 2007. I was able to drive extensively in the state for the week, and was startled that trees and vegetation were permitted to remain along highway projects instead of the disastrous clear cutting and removal of top soil that occurs in Michigan.
- 3 I'm surprised that there is no mention of the serious environmental aspects of transportation: Oil consumption, peak oil, global climate change. If Michigan can be a leader in these challenges, then it will start to lead the nation again.
- 4 Since this study was done Global Warming has become a major factor in decision making. The next generation of transportation in Michigan must promote none-carbon generation. It must look at how best to discourage more pollution.
- 5 Instead of more lanes to alleviate highway congestion, light rail should be used. Whatever system it is, it must be sensitive to global warming. I know the auto companies don't care about Global Warming, I do. Less congestion with the private owned vehicle will allow trucks to use the highways that are less congested and get to their destination on time using less fuel and therefore cost less.

Funding Priorities

- 1 Transportation plans form the backbone for many of our communities. Many times, the needs of the community have been totally ignored in favor of only vehicular transportation. This violates the integrity of the community by severing pedestrian circulation, degrading the visual image of the community, and creating unnecessarily fast-moving vehicles through the heart of a community.
- 2 Since there is a lack of funds to upkeep the roads in Michigan, funds need to be used to upgrade and maintain the existing roads rather than building new ones at this point in time.
- 3 Answers to these questions need to be addressed and correct deficiencies before pouring more money in the present system.
- 4 I was discouraged by the anticipated funding shortfall and the minimal allocation for preservation of existing secondary roads.

- 5 As usual, there are specific highway plans ("we will widen such-and -such freeway") but no specific plans to improve any other type of service such as transit; these are all qualified (IF this, then we will try to do something...")
- 6 So once again it is business as usual, we will build more freeway lanes and we will probably not do anything else, as our state becomes more and more of a backwater.
- 7 Multi-modal expansion does not get any new revenue even in the "flexible new revenues" column?
- 8 Stop working on the roads and FUND EDUCATION!
- 9 I think it is a generally a good representation of the resources, issues and concerns related to transportation and land use in Michigan. What it does not do very well is recognize the broader context that transportation should respond to, especially peak oil, global warming, and the need to promote community quality of life sustainable and without waste. This means that there has to be greater attention to intermodality, better integration of modes, non-automotive transportation especially, better land-use mix and higher density, and TRANSIT--local and regional. And more transportation resources to improving environmental quality (air, water, and soil) and improving land use mix (no more sprawl for a slowing Michigan!) Your report says all the right things, but the real message is in investment priorities and levels outlined in the plan.
- 10 The fact that the plan recommends Michigan spend over \$3.5 billion on more highway expansion and just \$0.5 billion on expanding bus service, train service, new rapid transit, carpooling, bike paths, and pedestrian needs combined pretty much sums up why Michigan is falling behind in the local, national, and global economy. Wake UP! Global warming and peak oil are not bedtime stories! They are real, and as a state, we need to deal with this reality.
- 11 Instead of wasting money on highway projects that only last for a year at the most, why not invest some real money in bringing Michigan to the 21st century? How about some real leadership and innovation, like rapid transit? Think outside the car culture box that is killing the state's spirit and economy!
- 12 In sum, please think long and hard about pouring more money into supporting car culture. Instead, increase funding allotments for public transportation, rapid transit, bicycling and pedestrian travel. This could attract new residents to the state, and counteract the loss of population that is epidemic. Let go of the past, and move on into the future with the rest of us.

- 13 I am totally against devoting any funds whatsoever to anything except the roads and bridges that are part of our road network. The existing roads and bridges need to be maintained and when necessary, expanded. Before this state spend one dime on any passenger mass transit, we need to have our roads and bridges repaired and expanded where needed, to provide for the NEEDS of the driving public and commercial traffic.
- 14 Overall impression is that it gives a lot of lip service to multi-modal transportation, but the funding priorities are backward. I would put the vast majority of funding towards mass transit and coordination of different types of mass transit, but this plan puts most funding toward auto and roads. Also if you really want public comment it is way too long.
- 15 While I understand the overall funding picture is constrained, the suggested investments for public transit, especially expansion, are miniscule when compared to highway maintenance and expansion. Expanding highways subsidizes further sprawl development. Congestion in the distant suburbs is not a bad thing, it's a good thing. Transfer the funding for highway expansion to public transit and non-motorized transportation.
- 16 Please use some of the gasoline tax to invest in public transit.

Land Use

- 1 The draft plan includes a brief discussion on land use. This section does not, however, discuss the inter-relationship between land use patterns and freeway construction. All sprawl in Michigan depends on the close proximity of freeways. Sprawl only exists where freeways exist. Michigan's freeways have helped cultivate sprawling development patterns and adding capacity to existing facilities encourages decentralized development patterns. Adding capacity to existing freeways harms central cities by encouraging sprawl and directing critical infrastructure dollars outside of existing urban areas.
- 2 The acknowledgment that transportation and land use are related is weak, and this fact doesn't seem to be reflected in the plan in any real ways.

Mass Transit/Light Rail

- 1 Also, more money should be budgeted for "Multi-modal expansion" to help fund rapid mass transit systems in Southeastern Michigan and Grand Rapids. The reason why is this: When the freeways were built in Michigan the 1950-90's, the pattern of residential and economic development/investment was almost exclusively outward toward into the suburbs. However, in the last 15-20 years, a lot of people have a desire to move back to

or spend their entertainment dollars in the larger cities and older suburbs. MDOT should facilitate that shift in investment by helping to fund rapid transit system that would (1) increase mobility & access, (2) reduce pollution and congestion, (3) display to the nation that Michigan is becoming more cutting edge, and (4) to overall enhance the quality of life in the Grand Rapids, Detroit, and their older suburbs.

- 2 I think there should be more emphasis on rapid transit and less on highway expansion. Sprawl is hurting the Detroit area and this will help reduce it as well as encourage development around the transit lines. This is so critical to a vibrant urban center and keeping the young people in the city/state (in spite of our Governor).
- 3 Disproportionate amount of spending on highway development and not nearly enough on public mass transportation. We have an obscenely poor mass transit system currently - especially in SE MI. Your proposal on mass transit is a paltry Band-Aid and not a long term solution. I am sure you want to cater to the car companies, but the quality of life and the health of the environment should be of greater concern to you. Get serious about building a comprehensive and efficient mass transit system which will attract businesses and new residents.
- 4 As a citizen environmentalist, I feel it relied too heavily on highway improvements and expansions (although I realize this is presently where the impetus lies). I believe that mass transit would solve many problems associated with our transit systems (highway congestion, air pollution, need for highway improvements). If Michigan could fund, with federal help (and even, let us consider, fee assessment), an up-to-date, attractive, easily-accessed, safe light rail system between several major cities, I think this would considerably help solve those above-mentioned problems. I have experienced several mass transit systems in various cities in the U.S., and have read about systems that function well in other countries, and they work! I believe they are the mobility of the near future. All we need is the will, the support from our legislators, and the funding.
- 5 The car culture of Michigan is dying - just face it. It is imperative to greatly increase the state's public transportation systems. Just think! With increased public transportation, more of the poor stuck in Detroit who can't afford to own a car or pay for gas could actually get to jobs outside of the city. Imagine what could happen if we had high speed transit between Ann Arbor and Detroit - we could funnel some of the brains from UM into the city to revitalize and invigorate the community and economy.
- 6 Mass transit options are important for the elderly and disabled, but also because they attract and maintain young well-educated residents. One of the main reasons the mean age of the population in MI is increasing is because we can't retain our young people. Part of this has to do with job opportunities, but also relates to quality of life and the inability to live in this state without owning a car. With rising gas costs, the realities of

global warming, and understanding the built in hassles of owning a car, young open-minded people do not want the economic and social burden of car ownership that is made necessary because of the lack of progressive planning in our state. The lack of progressive planning relates directly to the aged-status quo voters which gets us caught in a catch 22 of never changing. Please break this cycle.

- 7 More mass transit, and we need mass transit that gets us from point a to b efficiently
- 8 MUST invest in suburban to urban rail transit. Too much emphasis is being put on the highways. There is also too much reliance on Amtrak and the Midwest rail initiative to provide Michigan with train services. Michigan MUST invest in rail transit between Grand Rapids and its suburbs (Rockford, Holland, Muskegon.) Grand Rapids should be a hub for rail transit. It must provide these services as Grand Rapids is rapidly changing into a global economy.
- 9 Mass Transit and Non-motorized transportation expansion and improvements will be key to creating economic spin off from Michigan's transportation infrastructure in the future. Mass Transit and Non-motorized are woefully under funded currently and get no increases for the future. If Michigan wants to join the new economy, invest heavily in mass transit and non-motorized transit.
- 10 I believe that the plan nearly ignores the glaring need for a mass transit system to be put in place in the Detroit Metro area. Considering the environmental and economic impact of our current transportation system, along with the aging demographic of our state, it seems ludicrous not to have a specific plan in place for the construction of a light rail system to service the Detroit Metro area. It seems wholly apparent to most citizens that the state government (and in particular MDOT) is unwilling to step out from beneath the shadow of the Big 3 and into a direction of economic and environmental sustainability.
- 11 The priorities are in the wrong place. Building more roads creates the need for more roads. Instead we need a reliable mass transit system--bus service, train service, new rapid transit, carpooling incentives, bike and pedestrian accommodations. Until this is in place, Michigan cannot compete with other states as a good place to live, work, and play and will continue to lose employment opportunities and to have a reduction in total population.
- 12 The draft plan is well-crafted but too conservative in its shyness towards embracing mass transit.
- 13 I liked the idea of moving Michigan's transportation forward, however I do not think the plan moved forward enough. It sort of looked like an enhanced version of options we

already have. I have commuted via car most of my life, and when I go to cities like Boston, Toronto, Washington, etc, I am reminded of just how far behind we really are.

- 14 I had a vision of above ground rails that followed major highways, spreading out from Detroit to North, West and South suburbs. From there you could then exercise options via rail to other cities/towns.
- 15 Still to car based. Not enough commitment to rail and public transit for cities that ring the city of Detroit. We are not against cars, rather we are simply not interested in being dependent on them. They should primarily be used on non-public transit-feasible corridors. They should not be used as a first resort in dense areas such as Metro-Detroit. Cars waste many times the fuel consumed by public transportation options, they create congestion and sprawl and they contribute to human isolation and sedentary lifestyle diseases like chronic back problems, obesity and diabetes. Cars also cost much more to own than public transit costs to use both in immediate personal expenses and long term tax expenses.
- 16 The draft plan seems to try to make everyone happy, without ranking/prioritizing need based on the income it brings say that the freight business is booming and is projected. However, the plan did not give me the feel that it would resources to support that growth. Increased freight means increased income as well as more wear and tear on our transportation resources.
- 17 Michigan's continued emphasis on highway expansion can only lead to more sprawl, which means the same number of people taking up more space, more miles of road per capita, and so on, and we do not have the money to maintain what we already have.
- 18 The extra Soo lock is good. It is not direct enough about the need for public transportation systems. a region cannot prosper economically or socially extensive, well invested, and equitable mass transit.
- 19 It is a very good plan
- 20 It is obvious that careful thought, planning, time and effort went into preparing the 2005-2030 State Long-Range Transportation Plan.
- 21 The document has a professional appearance, is informative and is easily read. However, from a municipality standpoint, the document is troublesome since it appears to be ill-prepared to present a solution to address problems on MDOT owned road sections that are not part of a corridor of highest significance.

- 22 It is time Michigan does a project or two for the future. I understand Ann Arbor would like to build a light rail, high speed line between Ann Arbor and Brighton or Lansing. I think this project should be funded immediately to show people how this type of transportation can work. And the Port Huron to Detroit line should be improved to have its own track from Detroit to Chicago. Plus a high speed train should be added to this line. These are the projects I expected to see in the report!
- 23 I do not mean to sound like a jerk here. I am pursuing masters in urban planning and am a huge supporter of mass transit. I think mass transit is the key to bringing high end commercial business to this state. Driving to a factory is fine but not to a 50 story office tower. We are no longer the motor state. Our heritage is rich but should not limit our views for the future. People are being nicked and dined out of this state with no feasible options to reduce cost. I fear if mass transit isn't done right the first time than it may never be tried again in my life time here in Michigan. I just don't think Michigan can afford to keep building and repairing roads that ultimately become parking lots. I would love to see El trains in Detroit and Grand Rapids some day. I think their growth depends upon it. Bus Rapid Transit would be better suited for Lansing and Kalamazoo. Thanks for your time and again, I meant no harm with these comments. I have never done your job so I should not criticize it without all the facts. I'm just very passionate about restoring this state to its former glory.

New/Improved Roads

- 1 Need expressway St Johns to Ithaca.
- 2 I, however, do not know if widening I-94 along the Chicago-Detroit Corridor, and widening M-59, are the most optimal of investments. I don't think very many of the freeways need widening. Although congestion is bad during rush-hour, its not nearly as bad as in Chicago and other large metropolitans areas.
- 3 Grand Traverse Band of Ottawa and Chippewa Indians, Indian Tribe. The Tribe would like to submit a resolution on the extension of U.S. 131 north to M-72. The resolution passed at the May 16th Tribal Council meeting.

Pedestrian/Bike Paths/ Non-motorized

- 1 Every street or road, when it is re-paved or re-striped, should include space and signage to encourage bicycling. Every significant intersection should be well-marked to encourage pedestrian traffic, and pedestrian crosswalk lights should function 24/7 (in very many intersections, such as along Big Beaver in Troy, the pedestrian crosswalk lights are disabled on weekends; this should be illegal!).
- 2 Another suggestion would be to widen shoulders on all paved roads for bicycle traffic.

- 3 Mass Transit and Non-motorized transportation expansion and improvements will be key to creating economic spin off from Michigan's transportation infrastructure in the future. Mass Transit and Non-motorized are woefully under funded currently and get no increases for the future. If Michigan wants to join the new economy, invest heavily in mass transit and non-motorized transit.
- 4 Bike paths and sidewalks should be a necessity when improving the roads. We have made everyone auto-dependant. (Obesity factor enters in)
- 5 Every street or road, when it is re-paved or re-striped, should include space and signage to encourage bicycling. Every significant intersection should be well-marked to encourage pedestrian traffic, and pedestrian crosswalk lights should function 24/7 (in very many intersections, such as along Big Beaver in Troy, the pedestrian crosswalk lights are disabled on weekends; this should be illegal!).

Public Transit

- 1 Buses are slow, sometimes unsafe, and stink.
- 2 Public transportation is very limited in our area (Newberry) and does not serve the entire county.
- 3 As a member & employee of the Down Syndrome Association of West Michigan, I'm very concerned that public transportation be readily accessible, available & appropriate to those in the special needs community.
- 4 Please use some of the gasoline tax to invest in public transit.
- 5 I enjoyed reading the MDOT draft plan but found disappointing the lack of focus on improving public transportation in the form of rail and bus options. I would love to use a timely, safe and environmentally friendly public rail system. This is not just a concern of the aging population, as hinted in the report. I am 30, a life-long citizen of Michigan and my friends and I don't understand the lack of transport options in our state. If economy is the main concern of MDOT maybe they should consider young people are leaving the state because of lower quality of life, including sitting in a car in order to commute or travel when a train would be a great attraction to the area.
- 6 Good plan but where is planning for other transportation modalities than just using highways. Are we planning other forms of public transportation choices around the metro areas to attract people from other states.

- 7 I would like to see more focus on improving/increasing public transit.
- 8 Need more public transportation.
- 9 These transit options (Bus Rapid Transit, Commuter Rail and Subway) not only reduce congestion, contain sprawl and spur inner city redevelopment, they lure new companies to Michigan that are used to sophisticated cities with good public transit and reduce fuel consumption and the number of soldiers who die to import it.
- 10 Visitors from out of state can't believe how poor our transit systems are. Your offerings on mass transit are too little, but it is not too late for you to change course!
- 11 I do not feel enough is being spent on public Transit in Michigan. We need commuter rail in Metro Detroit and light rail or subway!!
- 12 Passenger mass transit is "pie in the sky". There are not now, nor will there ever be, enough riders of busses or trains, to support their use. Every time this is discussed there are inflated estimates of users of passenger transportation, as well as deflated estimates of construction, and maintenance costs.
- 13 There needs to be more focus and funding for public modes of transportation and bike paths! There needs to be expanded public transportation and bike routes, and they need to be SAFE from crime and from drivers of vehicles. Michiganders ARE ready and interested in a more healthy lifestyle with less dependency on their vehicles. I swear - WE ARE, please listen to us! Public transportation and biking options improve the environment, can improve our health, provide means to avoid drunk driving, and improve our economic and political positions by reducing our dependency on oil!
- 14 While I laud the discussion about public transportation in the plan documents, I am sorely disappointed that once again, if you look at planned expenditures, Michigan plans to continue to provide very poor and inadequate public transportation to its citizens. \$0.5 billion is barely enough to scratch the surface of what is needed to improve public transportation in metro Detroit alone, let alone the entire state.
- 15 State after state have directed funding toward improved public transportation and the implementation of rapid transit modes since the 1980s. Michigan's plan to continue to do what we've been doing for decades will only keep us moving in the direction we're already moving: down. I strongly urge that the plan be amended to call for major improvements in public transportation so Michigan can at least begin to catch up with other states. Of the top 20 US Metro regions by population, metro Detroit is the only one that does not have, and is not building, regional rapid transit. The "region" only exists as a vague concept; the state must

participate in efforts to transform our region and other regions in the State.

- 16 Just don't get the sense that MDOT is really looking for ways to allow people to "get around" without complete reliance on the individuals automobile. We need to use automobiles less, and develop viable public transportation. The plan looks like it will fit nicely with the needs of the transportation industry and the folks who build and repair roadways. I don't see it supporting economic development in a manner that will allow Michigan to grow and expand economically, not solely dependent on the automobile industry. I know this for a fact: people choose to locate elsewhere because of a lack of reliable and useful public transportation in the southeast Michigan corridor. If we are to compete with the Chicago's and Toronto's of the area, we must do much better.
- 17 I want public transportation. If I am paying taxes for transportation, I should be able to use it in a form I choose. If leaving the state to go to a part of the country that provides alternative modes of transportation may be an only option if Michigan does not provide it.
- 18 I would prioritize and aggressively improve and EXPAND public transit in Michigan's largest cities. This means by investing in public rail transit. Grand Rapids is competing on a global playing field with cities that are providing world class diversified transit that are attractive to 21st Century employees and employers. My opinion is that Grand Rapids could really benefit from a suburban to urban commuter rail project included with park and ride lots.
- 19 Rail and bus, for all the drunk drivers of the past and future, maybe this would help your problem of repeat offenders, I know they're out there, and some will not give up driving no matter what!
- 20 Present public transportation in SE Michigan is very weak at best in comparison to other cities. I hope a lot more emphasis is placed on fuel efficient transportation alternatives than what I saw in the rough draft.

Rail

- 1 To much spent on rail trains because have good lobby group.
- 2 too concerned with autos and highways, and not with rail service
- 3 Long above ground railways would at least provide *something* back to the state, whereas at present highways are nothing but a huge money sink due to continuous improvements.

- 4 Is there new technology for railcars to carry passenger cars (and their owners) from one point to another, just like a ferry carries cars?
- 5 Has there been analysis done to look at the gap in funding for Highway Preservation? If there are other modes of transportation developed, such as train, for freight movement or high speed trains between Detroit and Chicago with their own track, instead of using a freight track which delays people in getting to their destination, the road would not need to be repaired so frequently.

Road Construction Techniques

- 1 General comments I have on transportation planning are: I was happy with the construction on I-96 near Lansing a few years back when they did the work at night. It was great because even when some of the surface had been removed you could still drive on that lane During the day. So basically the construction got done with minimal lane closures and delays during normal driving hours. I think the public would actually tolerate more road construction if it can be done in a less obtrusive way. In other words, I don't care if they have to resurface that highway every 3 years as opposed to once every 10 years, if when they do it I don't have to deal with lane closures and the resulting delays etc.
- 2 I skimmed the draft plan, but I was impressed with the thought going into it. I would simply hope that you time the construction appropriately; I don't want my summer to be filled with detours. I'd also like to point out that concrete seems to be extremely durable (i.e. M-37).
- 3 The plan does not address the issue of the poor quality of new roads in Michigan. The only reason that we are stuck repairing the roads in such short time is that they are so poorly made to begin with.

SLRP Impressions/Public Involvement/Web site

- 1 As a final comment regarding MDOT's attempt to involve in a better fashion, MDOT has gone to great lengths public participation in the transportation process.
- 2 This format is difficult to provide a complete and logical presentation. And there is no general comment box at the end except if you take part in the Library survey.
- 3 After reading the draft plan, my overall impression was positive. The document was well put together. Information and plan were well presented. The visuals and web links added significantly to the to the readability.

- 4 A well-thought-out and comprehensive plan. However, I found it difficult to read (I didn't understand some of the transpo-jargon).
- 5 At length, it is MDOT's purpose and task to pursue the evaluation and needs of this state. I think that the report is extensive and a lot of time has been put into it. Perhaps, too much time by public involvement. Frankly, I am not one to comment on these things normally. The key factor that isn't addressed in this report is not that we need money or some "possible" ways to get it, but rather the action that is taking place to get the money. I don't doubt that everyone thinks that improvement in our transportation is justified. And likewise, there are people who don't feel their needs are being addressed. But those decisions are the job of our government to address and we probably could have saved a lot of money and time by simply letting them do their job and acting on it. Consensus is a great idea, but in reality, it means the consent of the majority and not all. MDOT is fully capable of understanding the needs of the majority and then pursuing the task of doing what needs to be done. My biggest concern is that we waste too much time and money thinking about what needs to be done and not just doing it. Show me the money. Somebody has to figure out how we generate more revenue to accomplish our needs and the public has to accept the well thought plans to achieve it. If you (MDOT) don't do a good job, you will hear about it, but if you do well, you unfortunately probably won't hear anything. That's a good thing. This report shows all the work put into a good plan and I think you just need to follow through with it.
- 6 It seems like you've considered a lot of different things and your analysis is therefore very comprehensive. Still as a general citizen reading the plan, it was very hard to come away with "what does this mean for me" (This might get back to the public's perception as to whether MDOT is doing a good job or not.)
- 7 Impressed only if I can see results begin to take place
- 8 Overall good
- 9 First thought; do you really think many people will read a 93 page draft? Then in a reasonable amount of time, formulate meaningful comments?
- 10 The Michigan Transportation plan reflects key initiatives of the Michigan Department of Community Health (MDCH). The mobility of our senior and low-income population and improving public health by designing healthy communities are significant priorities of MDCH and that have been echoed throughout the plan. Also of interest is the focus on the need for better access to essential services such as health care.
- 11 The plan provides a mission statement for all transportation authorities in the state to work together. It also suggests strategies for getting the work done, such as integrating all systems, dealing with work in corridors, etc. But it does not provide a futuristic

vision, as this statement would have me conclude from the report "Michigan is at a crossroads. Bold action is required for the state to move forward. This plan, formulated with advice and input from all over the state, based on detailed technical analysis and projections, represents a significant, but necessary, shift in the way transportation moves forward in Michigan." I did not read anything that was bold in this report unless working together is a bold move. I also did not get a sense there is a big picture plan. If you only plan to develop changes project by project, how is this different than what happens today? Who has the big picture? The proposed changes suggested at the end of this paper are more of the same, highway change. What about other modes of transportation to change traffic flow?

- 12 Have meetings at places accessible by public transportation and hold the meetings during the public transportation hours of operation. This will help transportation meet the requirements of the ADA. The people who cannot get to the meetings can't be there to tell you they can't get there. Core constituents - seniors and people with disabilities - are denied the opportunity to provide input.
- 13 The draft plan took a lot of work. It is useful to have public experience incorporated into the long-range plan and key findings.
- 14 Nicely designed - very colorful
- 15 Written at a level where most people are not going to bother to go past the 3 or 4th page of the draft plan.
- 16 The plan will be outdated before it is completed. A better projection of the future needs should be considered.
- 17 I was disgusted by your draft plan!
- 18 I did not attend any of the sessions out state so that I cannot comment on the possibility that some of those sessions may have included some comments on either highway repair or extension of the highway system. But, I can comment on what I saw at your presentation in Macomb County: I do not recall hearing a single word calling for any work on highway issues. I would not have expected to have heard anything. After all, why would folk who had already won bother to participate in a pro forma meeting that was held merely because it was required; not because anybody intended to bother to actually pay any attention to what was said by "the public."
- 19 The only item in your entire Draft of any significance was the list of several categories of spending on highways that added up to "almost all." Perhaps funnier was that the

"Transit" category received no mention of actual funding and included—presumably along side rapid transit--items such as bike paths.

- 20 There are plenty of folk in the Auto industry who are willing to spend a lot of time--and, money--in an attempt to get Ya'll to spend more on roads. Ain't nobody willing to actually lobby for real rapid transit unless it is an attempt to keep it out of their own suburbs Indeed, that is precisely what happened with the SEMCOG study:
- 21 The Southeast Michigan Council of Governments asked SEMCOG to study the need for rapid transit in Southeast Michigan. They did! And, they came up with a great study: The Speedlink Proposal!
- 22 I applaud the future transportation decisions and only wish that implementation/completion of same could be sooner.
- 23 The plan itself looks good.
- 24 I really did not see the forward vision here.
- 25 The plan seems to address all the practical modes of transportation, but there remains some confusion as to how passenger rail is categorized. I am providing details below. Also, the greatest employment benefit of the plan is in construction employment. It would be instructive to show the breakdown between construction employment related to transportation projects and construction related to investment resulting from better transportation.
- 26 I think that it's great that the plan is carefully thought out and will benefit the people of Michigan.
- 27 It is incredibly short sighted. It furthers the reliance of automobile travel in Michigan and if implemented will ensure that Michigan will never be anywhere near competitive in the national arena well into this century.
- 28 HINT: You are trying to attract talented and professional people to Michigan. What do those people want? They want thriving urban centers with a lot to offer them. What do thriving urban centers need? TRANSIT OPTIONS.
- 29 How can people not see that? I did not have much time to read but it seems to me the report is not glossing over serious problems and challenges and I applaud the department for soliciting public input.

- 30 Although the document begins by stating that the "MI Transportation Plan is a comprehensive analysis with a future thinking approach intended to help address Michigan's state transportation needs to the year 2030" it does not achieve this. The document identifies the economy, aging population, the public's request for greater modal choice and past under funding of the system particularly the non-highway modes as issues that were identified as part of the year long public process.
- 31 The plan has way too much emphasis on expanding freeways, and much too little on rapid/mass transit, bikeways, and literally nothing about motorcycles and scooters.
- 32 Overall, I feel this is a good plan.
- 33 MDOT must have meetings at places accessible by public transportation and the meetings need to be held during the public transportation hours of operation. This is the only way that MDOT can truly serve all of Michigan's citizens. The people who cannot get to your meetings can't be there to tell you they can't get here. Increase transportation options, such as: -Voucher programs: Michigan currently has six voucher sites funded by the DDC as pilot programs. -Expansion of the ¾ mile minimum for ADA para-transit -Reduction in fares for ADA para-transit service to less than twice the amount of the line haul bus fare -More ride sharing options -Establish an 800 number for information about coordination among existing transit agencies and authorities. The New Initiative part of SAFETEA-LU, talks about transportation options other than buy a bus or hire a driver. All forms of transportation must be connected. Multi-modal should indeed be multi-modal. Security on public buses and trains must be taken as seriously as security for air travel (without sacrificing efficiency). Re-instate the United We Ride type of initiative. More stress must be put on coordination of transportation in local areas and regions, including transportation provided by human service agencies, with no new transit funds, this is essential. Transportation must be regionalized. Regional transportation, with coordination of various agencies expands the current boundaries that require inter-local agreements, which may be impossible to work out. The plan needs to address moving people, and less on moving freight. People are our most important resource.
- 34 I've not read every page, but word searches in the pdf draft did not have matches to disabled, accessibility or handicapped accessible.
- 35 I didn't answer all of your sections of the questionnaire because it seemed redundant. Overall, the ideas are well founded. I just want to see the follow through happen sometime in my lifetime as opposed to the political red tape version that is just a lot of talk.

- 36 I am pleased that something is finally being done to improve our transportation systems.
- 37 How will this report be updated for changes with time. I see the population decreasing in the next couple of years. With the auto company layoffs, people are leaving the state for jobs else where. The young people are graduating from college and getting jobs in other states (3/4th of the graduate in 2007).
- 38 Besides doing surveys and asking the public what they like and dislike about their transportation systems, MDOT should look at studies (done by universities or ask studies to be done) that show what is the best modes of transportation for today. You should be asking what is most expensive to implement and maintain. And not just from the state side but also from the consumer side, which includes the cost of a vehicle, insurance, maintenance, etc.
- 39 The study shows there needs to be one integrated look at transportation in the state. That is the goodness of the study.
- 40 If you actually want people, other than transportation engineers, to respond to this survey, you need to make it much simpler to understand and respond to.
- 41 It is my hope that this study is not just a study but will have concrete results. Michigan must change its transportation strategy in order to survive in this century.\
- 42 I have been to several MDOT meetings. One at Bay City last year was all consultants, no MDOT people there. Example of how you waste money.
- 43 You can do better.
- 44 If you actually want people, other than transportation engineers, to respond to this survey, you need to make it much simpler to understand and respond to.
- 45 Thank you e-mailing a reminder for providing public comment in this process.

Tourism

- 1 Also since Michigan depends on revenue from tourist. How come lane expansion is not proposed from Bay City to Mackinac City? Have you ever been on I-75 on the weekend and notice the bumper to bumper traffic? This does impact tourist.
- 2 Tourism will improve with improved modes of transportation. Need more choices not just driving a car! Since the predominant mode of transportation is private vehicle, why can't Michigan move away from this?

Miscellaneous

- 1 Questions raised by a resident:
 - 1) How can Michigan justify allowing weight limits for trucks to be 100-percent greater than limits allowed in 49 other states?
 - 2) How do construction costs for similar types of highways in Michigan compare with states with similar weather conditions?
 - 3) What measures does the Michigan Department of Transportation use during construction or repair to ensure that contract specifications are being followed?
 - 4) What percentage of highway revenues is spent on maintenance and repairs?
 - 5) Michigan drivers, businesses and taxpayers need and deserve improved roads.
- 2 Quite honestly it seems like a joke. Expand Highways, build walkways and bike paths, use big expanded rail lines for commuter transit. Get a clue, the bigger freeways are, the more they cost to repair and maintain. Bigger roads = bigger traffic jams. Until the world switches energy sources, no one in this state will be able afford to drive anyway. Buses get stuck in traffic and take forever to get people on board while they fuss with change. Walking and bike riding? Maybe for four months out of the year. The automotive industry has spread our demographics so much that nothing is within biking distance, not even in the cities.
- 3 Glad to see the broad scope.
- 4 With what just happened in San Francisco - it should show us all that more options are needed from cars, public transportation, etc. If something similar would happen in Detroit it would be more detrimental than in San Fran as we don't have the infrastructure and alternatives in place
- 5 The Washtenaw Area Transportation Study's concerns include:
 - The plan remains primarily a highway focused plan even though many issues identified the need for multi-modal solutions and improvements.
 - The State should consider establishing a Council (similar to the Asset Management Council) of Mode operators and experts to provide a multi-modal vision for the development of the next Long
 - Range Plan and immediate improvement of non-highway modes.
 - There is a lack of understanding that providing a public transit system that would provide the mobility for human resources to get to educational and work opportunities is also vital for growing Michigan's economy.

- The Focus on Corridors of Highest Significance only identifies highway corridors. By limiting the corridors of highest significance to those that were based on vehicle miles traveled along the Corridor instead of person miles of travel, the bias towards a highway based system and plan remains.
- There is no mention of improving the non-highway transportation system to address the needs of the traveling public.
- There is no mention of trying to maximize the person miles traveled or reducing the cost for citizens by providing alternative choices to the highway system.

Comments by Plan Section

Please provide any specific comments on each of the following plan chapters.

Michigan's Transportation Challenges

Economic challenges certainly exist.

This section seems extremely vague. The challenges named seem to be out of MDOT's control, conveniently so- aging population, lack of funding. Focus on what you can change. Lack of public transportation should be high on the list. The age of the population could be mentioned, but as the first challenge mentioned? The report also downplays the aging population by comparing Michigan's population to the sunbelt. What is the point of that statement?

There are many challenges and I can see a thorough evaluation in this section. It seemed to address the key problems. I agree with the public's wish for greater modal choices. Again, the need for adequate funding is presented.

"The ultimate beneficiaries of an integrated system are Michigan's people and businesses, who use transportation to achieve their human and economic potential with greater freedom from the barriers to safety, mobility, and sustainability."

This is true. We need freedom from mandatory car ownership.

Too conservative "to attract and retain younger workers who seek a more active lifestyle, and more vibrant communities."

Transportation is crucial to economic success as well as the well being of lifestyle. You have covered the challenges and again, the problem is the solution. Where's the money.

I believe that it is an extreme challenge, but one worth the effort.

Traffic problems along major arteries - corridors of highest significance - encourage public transportation, multi-user, such as busses and Amtrak. Carpool is another

alternative.

MDCH agrees that seniors are Michigan's fastest growing segment and thus their mobility needs must be addressed. The Michigan Department of Community Health (MDCH) - Michigan Office of Services to the Aging (OSA) has the mission of promoting independence and enhancing the dignity of Michigan's older persons. One of the ways in which they accomplish this is by making available community based services such as health promotion and transportation. These services that are provided for seniors allow them to not only stay active but to also get involved in local communities. Further, MDCH-OSA in their 2005 annual report "Aging for today and Planning for Tomorrow" has made key issues such as transportation, walk ability and bike ability, important factors in determining whether or not a community is elder-friendly. MDCH is very interested and would like more detail as to how the challenge of senior mobility will be addressed and how the plan can coincide with some of our continued efforts.

I think the challenges identified are valid.

If land use growth and the ability to respond to the expanded infrastructure needs of the newly developed land is a problem, don't expand the infrastructure. The state is building housing and commercial structures at a rate 3-4 times greater than population growth. That's not sustainable.

Invest instead in the existing infrastructure and in mass transit and non-motorized transit that will improve the attractiveness and market of already developed land.

Michigan's population is statistically stagnant. Why invest in new infrastructure in previously undeveloped areas? You're setting up the state for a worsening cycle of unsustainable transportation needs.

"Michigan's population is aging." & "Projected funding is not sufficient to sustain Michigan's

transportation system, even at current levels of service." seems to mean that there will have to some sort of tax increases - something not good when the wage earners are all getting to retirement age!

Increased funding for public transportation. More funding for public transportation in rural areas, without reducing it in urban areas. Security on public buses and trains must be taken as seriously

Michigan's population is aging: This is not the biggest challenge, get it out of the way of more important things.

Michigan is the gateway: While this is a real challenge, the global economy is NOT primarily about moving freight. It is about moving people and ideas. That is why the international aspects of transportation MUST also focus on moving people. For instance, why don't we have rail/bus service to Toronto? What can be done to bring Canadian rail service across the border so that transfers with Amtrak/bus can happen? What are the challenges to increasing international flights out of our airports?

Moving freight across the international border may be important, but it helps Ohio,

Indiana, and Illinois, just as much as it helps us.

Congestion: Congestion isn't a cause, it is an effect. In my opinion, it can be an effect of 2 things: Success (Read "Still Stuck in Traffic," by Anthony Downs), or bad land use decisions that increase dependence on autos and drive up trip lengths. This is the real transportation/land use connection. We should not reward areas that make bad land use decisions with more transportation funding!

Michigan needs to preserve...: This is not a challenge; this is a set of alternative solutions.

Michigan is in a state of Economic Transition: Michigan primarily needs to develop a transportation system that will attract global investment and high-skilled workers. Michigan is hemorrhaging college graduates and young people. We are not going to get them back with better freight access. We are going to get them back with vibrant and livable cities which require everything but cars and trucks.

Land Use...: Urban sprawl is not seen as having positive impacts. (Suburban growth perhaps, but not sprawl.) Integrating land use into planning is going to require a whole lot more than identifying a few situations.

Michigan is not going to build its way out of congestion unless enough people and jobs leave the state to make it so. The solution is to provide an ALTERNATIVE to driving in congested conditions through investments in transit. Every dollar spent expanding a road to reduce congest is a dollar to guarantee future congestion a little further away and more sprawl.

For God's sake try to educate the public about triple convergence!

Gap and Funding: If the public wants greater choice, then why are you spending ANY money on expansion of the highways and roadways? Regarding the revenue gap chart, the high unmet highway expansion needs are a product of a few things:

- Poor previous decisions.

- Developers that lobby to have their property made more valuable by expansion of the transportation system serving it.

- An attitude that we should write down everything that we could possibly need.

The low multi-modal expansion numbers are a result primarily of a minimalist attitude where since it is assumed that little will be given, little is then asked. In reality, Michigan has NO true highway expansion needs, but many times more transit and

intercity expansion needs than you are showing.

The biggest challenge Michigan has in terms of "Transportation Challenges" is suburbanites who don't want "<stricken>" Sorry, but that is as honest as I can get!

So, the suburban leadership of TRU took SEMCOG to court arguing that SEMCOG did not have enough representation from the city of Detroit. Folk got all upset and began to ignore SEMCOG's Speedlink proposal. And, in my opinion, SEMCOG backed off of its proposal due to such pressure.

To me, the "challenge" has to do with suburban politicians who are "protecting" their constituents from as many African Americans as they can keep out to the suburbs by minimizing the number of African Americans who can actually reach those suburbs through rapid transit.

The practical effect is that those suburban politicians (and, in my opinion, the suburban leadership of TRU)

[Digression: Transportation Riders United--i.e. TRU--has a few <stricken> members who actually live in Detroit. They also have a few <stricken> members who are members who have disabilities. However, in my opinion, the leaders who actually put the TRU Vision together seem to have been suburban oriented. If you look at the Vision they have released to date it contains only light rail lines and one or two commuter rail lines. Indeed, the commuter rail line that struck me as the most anachronimous used the old Dequindre Cut and would compete with the light rail line proposed for Woodward Avenue. In effect, it would try to revise a line that had already failed for lack of customers and would strain the viability of a light rail line on Woodward. Further, such a commuter rail would fail to promote economic development anywhere. Indeed, it would threaten the economic development that might otherwise be viable on Woodward itself.

The only possible "value" such a commuter line would have would be to permit <stricken> to travel to downtown Detroit without having to interact <stricken>. Frankly, I do not see why <stricken> should be provided with a costly convenience at the expense of<stricken>taxpayers just so the riders could escape the reality of<stricken>.

<stricken>

And! In my opinion, that is exactly what MDOT is up to!

You <stricken> would let the entire state go down the economic drain rather than deal with <stricken>!

Do not get me wrong! <stricken> And, I consider you folk to be a <stricken>

Let me, if I might, explain exactly how <stricken> I am: One of my direct ancestors was a cousin of Abraham Lincoln who was married to a relative of Daniel Boone's. There were Milhous ancestors. A collateral branch of the family included a gentleman who was Chairman of the Republican Party early in the Twentieth Century. I am not impressed with you "good folk (!)"!

could not open

I see our challenge is that public transportation is not adequate, reliable or compressive - I'm disappointed that this isn't mentioned

I agree with the first three challenges as posed. The way to modernize and expand the system is through mass transit. As for highway congestion, that will never be solved by building more and bigger roads. Only by reducing auto use.

You correctly identify land use as a serious challenge and mention the need to link land use and transportation planning. However, this challenge will only be made worse by continuing to expand and maintain highways in rural and distant suburban areas.

I believe the "fastest-growing, age segment of the population is already here and in 30 years they will be gone. Otherwise, the upcoming increase in population will definitely benefit from a light-rail, mass transportation system.

Agree.

The report noted the aging population of Michigan and noted their reliance on transportation but failed to detail their specific need for transportation where they are not behind the wheel of a car.

Building rail transit service that works for a metro population size like Detroit (which should have had mass transit along time ago)

After reading the challenges, I question, whether the plan truly meets needs. Why are we focusing on highway maintenance and improvements when our population, more and more, has an inability to use them? If we have a land issue, then WHY are we going to build channels ever further out? We are *increasing* sprawl by opening highways wider.

none

Because many of us in MI have never lived in cities with proper, functioning public transportation, our perspective is simply that "there's too much traffic". This ignores the role that public transit plays in reducing traffic.

- You talked about the growing age of the population, but did not offer ways to support their transportation needs. What it did tell me is that we will have a shrinking income base to draw on.

- The increase and severity of truck accidents should be a red flag!!! They are the result of trucks making due with infrastructure poorly suited to their volume, size and weight. You can now see trucks on I94 in Wayne county (east of Southfield) in ALL THREE (3) lanes (Yes, they can only drive in 2, but that is not reality.) and on I75 south of Detroit to

Ohio.

INCREASE truck freight throughput. Open an old train tunnel up to truck freight; build secure facilities on both sides of the river to stop truck hopping illegal boundary jumping. Get the trucks off the Ambassador bridge!! Do you think car drives like being walled in by slow moving truck on a suspension bridge??? Why are we forcing a new bridge? Revamp the old tunnels. They are removed from residential areas already. Change train depots into truck depots.

The tunnel air quality is toxic. I am surprised the EPA has not closed it. If you get stuck in slowing moving traffic in the NJ-NY tunnels, you do not get choked with car fumes. Providing services for seniors and disabled.

A specific example of concern for the MDOT transportation challenge involves the Crooks and M-59 interchange project in the City of Rochester Hills. The reconstruction of this project was previously proposed, designed and nearing a point of bidding. However, the Crooks/M-59 interchange project became one of the various "deferred projects" throughout the state.

The latest version of the MDOT 5-year road and bridge plan still does not propose the project. The interchange replacement project was scheduled for construction in coordination with the Road Commission for Oakland County's (RCOC) widening of Crooks Road from Square Lake to Hamlin.

Crooks Road has been a heavily congested corridor in Rochester Hills. The RCOC was forced to eliminate the improvement of Crooks Road north of M-59 from the bid and also reduce their project scope to terminate south of M-59. Destroying the coordination of the MDOT and M-59 project will ultimately be more costly. Wasted money in redesign, congestion delay relief and overall construction material cost increases could have been avoided if MDOT had funded the interchange. Now, there still is no firm plan address this bottleneck in Rochester Hills.

I am also speaking for the Rochester Hills Mayor and City Council when I state our frustration in how this project has been handled and continues to be uncertain.

References to "limited resources" and "local commitment through right-of-way donation" in the Local-Access Interchanges section on page 15 is very concerning. It appears that local communities are expected to live with MDOT's inability to schedule and fund projects. Maybe, as the last paragraph on page 27 states, "Bold action is required for the state to move forward." Bold action in the form of a sufficient revenue source is needed.

Correct to focus on aging population which will prefer/require other modes over the automobile. More emphasis needed on how developing/encouraging other modes

besides cars can stretch funding dollars. Inadequate recognition that road building encourages sprawl development and increases transportation demands especially for more roads in a vicious cycle.

Transportation in the past year was challenging to the residents such as myself, but with the progress that is taking place I will look forward to the much needed changes that is yet to come.

The only real challenge is realizing that the auto industry is not going to wage this great come back that everyone is still waiting for. Dear Lord it's like Pittsburgh in the 80's. Its time someone woke up to that fact.

I don't think it is wise to spend \$3.5 billion on highways and roads and only \$.5 billion on other modes (public transit, etc.). With Michigan's economy (and no rebound in site), along with the ever rising gas prices, I would think money could be better spent on public transit, alternative modes of transportation. We need more choices and we need responsible, reliable transit 24/7. We have driven below average roads all our lives, we are used to it. There is no point to improving roads with all this money, paying double and triple time to workers for weekend and night work, if the average citizens are unable to afford to drive on the roads.

In the Transportation Challenges section, the request for a more integrated multi-modal system is minimized by stating that "limited resources and smokestack funding sources may limit the ability of the transportation providers to integrate Michigan's system as fully as desired." This is true and important but there is no follow up recommendation to address this issue. The chart detailing this gap identifies four separate highway categories and lumps public transit, passenger rail, and non-motorized needs in two multi-modal categories. To show the State and the MDOT take them seriously; they should each be identified separately.

Question/Response

Preferred Vision for Transportation

No comments.

I think some emphasis should be given to mass transit/transportation other than just repairing highways.

I especially like this area. Any move toward sustainable, energy-efficient transportation is good.

No more highways. The need for new highways and repaired highways will lessen if you improve and invest in mass transit. We also need to plan cities that are biker friendly with bike lanes, and education for bikers and motorists on how to use the same roads safely. How much money would be saved and put back into the economy if cars were not necessary to buy, upkeep, fuel, and provide highways for. Despite our commitment to cars for personal transport in MI the car companies and the jobs they provide are leaving or failing.

More focus on integrated system to improve mass transit. Gasoline is \$3.14 per gallon in

Newberry this week.

The vision is good.

Encourage public consideration of public transportation for commuting in major cities, using public buses. Michigan's low use of public transportation is a problem. Michigan's public transportation is pretty bad too, and I would encourage a revamped public transportation plan. Due to the inadequate bus system in Detroit and suburbs, the public may need to be "sold" on the new bus system, since many try to get around the city now, and find it inefficient. It is inexpensive though, that is a plus.

How about different modes of transportation for the aging population?

I'm concerned that there is too much vision for more road building. Roads are important, but a diverse transit system (trains and buses) is just as important.

Interconnectivity of the multi-modal transit system is key. Right now the movement of people is very limited by the lack of connectivity by mode (not to mention the lack of options). People, as well as freight, must both be considered for interconnectivity.

At this point, I have been reading your report and I have spent over 30 minutes on it... and I am interested in the subject.

I would be interested in how many completed surveys you actually receive. As much as I would like to continue, I have to stop now.

Address the issue of climate change.

Address the degradation of landscape at transportation projects.

Improve the quality of new roads.

People are our most important resource. The plan needs more to address moving people, and less on moving freight.

Public transportation is a key to Michigan's economic future. We can't just keep building roads and allowing mass transit to languish.

I like the vision, but do not believe the funding program and objective you are putting forward elsewhere in this document reflect the vision at all.

Michigan will NOT lead the nation by spending a lower percentage of our transportation funding on non-highway/auto modes than most other states.

This plan does not embrace all modes. It embraces airports and highways, with also-mention for other modes.

Since the document makes no mention of the biggest environmental challenge we face (climate change), it cannot begin to be environmentally responsible.

The state should consider leasing portions of its freeway system to the private sector.

This would raise considerable revenue for the state, increase employment from the

construction and staffing of toll booths, and require users to pay for the facility and encourage alternative modes of transportation.
Your money speaks louder than your gibberish!

The only "vision" you have is tied up in the numbers of the financial commitments that are mentioned in the subcategories of your highway proposals.

Indeed, you have all kinds of money set aside for expansion of your highway system and no money even mentioned for rapid transit systems. That means more to maintain! And, you are running out of alternate routes.

I look forward to the day when your various "visions" end in a metropolitan grid-lock! Indeed, I pray for pot holes!

The vision sounds great. I wish that the investment strategy matched it.

The Preferred Vision for Transportation appears to be a sound and thoughtful plan.

Agree.

Again, I believe this report fails to embrace mass transit as an affordable, effective, and environmentally sound option.

I believe the major hang-up with the current bus system in Metro-Detroit is decades of stereotyping. Suburbanites flat out refuse to ride SEMTA buses. The solution to me is to reintroduce mass transit in the Metro-Detroit area with a combination of light rail and dedicated bus/carpool lanes with repainted and refurbished buses that give the appearance of a new system.

Build elevated rails and monorails in the city that span to park and rides in the suburbs. Use buses as a rib system that breaks off rail lines perpendicularly. El trains don't get stuck in traffic and people already have their ticket when the train arrives. Buses and Freeways <stricken> and I'm tired of hearing all these projects that waste money studying them. My age range is graduating college soon and in assessing where we will invest our time and education has a lot to do with mass transit options of which Michigan has none. I am from Detroit and would love to return there after school but seeing the rising fuel costs and the increased commute times, I must go somewhere that is transit friendly. Parking garages and lots are eye soars in the city and traffic is unbearable.

My vision supports more rail traffic, above ground of course because of the local geology. The plan offers some very vague idealisms in this section which anyone would embrace. I do not think the rest of the plan delivers, however.

none

Again, because many of us have never had the experience of living with public transit, the suggestions for more roads as the solution ignores the fact that public transportation alleviates all the symptoms of bad urban planning and car dependency.

The report did not give an insight into our bridge/tunnel long term maintenance for aging, overloaded systems.
help seniors and disabled more

Sounds good.

Emphasis on modal integration is correct. Placing capacity expansion at a lower priority is correct. Emphasis on sustainability is correct but at odds with overall bias toward roads and cars as opposed to light rail, walking and bicycling.

That the consumers will have less problems commuting to others areas of the city and through international borders.

Concentrate on multi-modal choices. How about high speed train lines from Detroit to Chicago? How about any transit choices whatsoever in Detroit and Grand Rapids...

The decision principles highlight the fact that there has not been a change in how the plan is to address future needs. The principles on focus on:

Roadside Tourist Facilities,

Asset Management,

Local Access Interchanges,

Carpool or Park and Ride,

Corridor Completion,

Minimization of Construction Impacts,

Reduction in Delays from Incidents,

System Management such as travel demand management and access management,

Address System Deficiencies along the Corridors and

Priority Given to Facilities along the Highway Corridors Identified

Missing decision principles include:

Increasing planning support for modes that are alternatives to highways including passenger rail, intercity bus, local bus, biking and walking

Increase funding support for improvements for modes that are alternatives to highways

Identification of funding options for modes other than highways that begin to address

the public's request for more choices and alternative modes

Instead of a real plan to address the needs, the public is provided with limited recommendations of performance measures for other modes. Instead of identifying what it would take to provide mobility using another mode, even within a single region, the public is told only that The mobility available on the highway and transit components of Michigan's transportation system are two key aspects of operational performance. The Public Transportation measures are limited to (existing) transit fleet condition, transit safety (on the existing system) and transit system coverage (which is not discussed at all.)

Question/Response

Michigan's Transportation Goals

Well put together.

We do not seem to have any specific goal to provide quality transit or to provide specific accommodations for non-motorized travel anywhere in Michigan.

I'm not involved with the transportation economy sector, however, I can appreciate that it has its own needs and wishes, which the report tries to address. There is so much to encompass (security, expansion, safety, infrastructure improvement) and not enough money to do it all with.

Help fund the Ann Arbor/Detroit start up line and facilitate removing barriers to this getting off the ground with SEMCOG and Amtrak.

start planning for mass transit lines from Detroit to Lansing, Pontiac, all the way up North

The goals are well defined, but not specific as to the who, how, and when. It's great to have goals on paper, but if we can't achieve them in reality, it's just a bunch of fluff on paper.

Again, I would like to see more use of busses and Amtrak. I don't think we can continue to add and widen roads indefinitely. More efficient use of roadways is the way to go, and I see public transportation as key.

As you look to modernize and enhance the transportation system to improve mobility and accessibility, aside from the elderly and disabled, focus should also be placed on the outcome that lack of transportation has on low income families. For many, the lack of affordable and dependable transportation becomes a barrier to full employment opportunities especially those seeking to move off Medicaid and into the workforce.

Further, improving the efficiency and effectiveness of Michigan's transportation system would allow access to healthcare for low income families.

Goals related to a diversified transit and transportation system make sense. The goals put forth are valid.

Preservation and capacity building of the existing infrastructure combined with investments in multi-modal mass transit should be the main goals of MDOT period.

Goals should be more heavily road-based, with more going to parts of the state

OUTSIDE of the Detroit area. Detroit projects seem to take longer and cost more than projections. At the East side loses people, the West side is growing. A lopsided approach has always been offered in this respect.

The draft plan must engage in a greater discussion about improving mass transportation.

The New Initiative part of SAFETEA-LU, talks about transportation options other than "buy a bus, hire a driver." Specifically they mention:

Voucher programs: Michigan currently has six voucher sites funded by the DDC as pilot programs. (See contact information sheet attached.)

Expansion of the $\frac{3}{4}$ mile minimum for ADA para-transit

Reduction in fares for ADA para-transit service to less than twice the amount of the line haul bus fare

Most of these statements are feel-good say-nothings. It should say things like:

-Increase the passenger-miles of Michigan public transit by x percent.

-Achieve a fare box recovery ratio of XX percent for Michigan Amtrak services/public transit.

-Reduce greenhouse gas emissions.

-Expand bus or rail service so that it is an option for XX percent of trips over 50 miles. Your four "goals" amount to gobbledygook! They are meaningless words designed to obfuscate!

I'm glad to see Stewardship #1

The goals are excellent.

I believe using public resources is reasonable. After all, the public, in the long run, pays for the road conditions now -- economically, emotionally, in lost time (equates to \$\$), etc.

Agree.

The drafters clearly have the best goals of Michigan in mind and set out to achieve those goals with an under funded budget.

I would rather spend the money riding the train than seeing tax money used to pay greedy construction companies build <stricken> roads and then fix them 2 years later. If you expand freeways, expand them with express lanes like I-96. Don't get me wrong though, I still want trains to ride

Great goals, but again not very substantive based on what I read later.

The only goal that directly ties to the "purposeful" vision on page 7 is under "System Improvement" on page 9. Other goals also meet the "purposeful" vision, but seem to concentrate on operational efficiency, effectiveness, safety of moving vehicles. It might be appropriate to stress the purpose more often.

The goals focus too much on repairing and expanding statewide road corridors. The goals do not sufficiently focus on the metro Detroit region's public transportation needs and do not reflect the Governor's plan nor the people's wishes for new industries and transit oriented citizens from out of state to come to the major southeastern Michigan region to replace the people and jobs lost by the non-competitive car industry.

You will have to pick and choose, so we can do the most with the little we have. There will not be more money. It is more probable we will have less.

1. Follow the money.
2. Do not throw out the current infrastructure. That is how we got in such a mess. We used to have the best roads, but stopped maintenance.

3. Compete better with other neighboring states for transportation business. Manufacturing is going. Canada, US, Mexico traffic is up. Getting good into the country from overseas will become even more vital than the Canada-US-Mexico route. We need to look at growing our role and being able to shift as things go off continent. Our state has a rich history with the automobile. Poor roads to drive our automobiles should not be tolerated.

This is a frustrating document. It is not clear to the average reader what the difference between a "preferred Vision" and a "Goal" is. For that matter, what exactly does "Preferred vision" mean?

To have effective service.

Are as misguided as its economic goals.

Safety and Security: I would like to see some reference to safety for all transportation modes. Too often MDOT and other road agencies focus on motorized safety. Also, perceived and real lack of safety for non-motorized facilities discourages their use, which is not a statistic one call pull from a UD-10 form.

Question/Response

Strategies to Achieve the Goals

I don't think that Michigan is getting its fair share of federal funding based on the significance of the Ontario international trade significance.

No comments.

I think you are trying to sell the wrong idea. Not only will an aging population want/need other options than single-occupancy vehicles! If there was a timely, safe, convenient alternative to driving, people would use it! You are selling yourself short saying this is only for retirees. It is for everyone.

Where is the discussion regarding mass transit through metro areas including Detroit,

Lansing, Grand Rapids, etc.

Why not displace more \$\$ to fund rapid transit and a gas tax (usury) on the people using the roads.

I thought this area weaker than the others.

Invest in ourselves so we can receive federal funding

Invest in ourselves so we can receive federal funding

Give me some concrete ways that these goals will be met and not just strategies.

Public transportation, busses and Amtrak.

MDCH is very interested in being a participant in the dialogue that will ensure that bridges, interchanges, bike paths and other transportation projects into our communities as these endeavors fit well with the Governor's 2007 State of the State Initiative of encouraging walking and running (Once in a Million) and with one of MDCH's priorities- Rebuild Public Health - Prescription for a Healthier MI: MI Steps Up! Both of these initiatives are designed to promote healthy lifestyle changes by encouraging physical activity.

Strategies to achieve the goals is a very weak section. Michigan does not receive its fair share of tax revenue from an increasingly shrinking pot of federal funds. This section, if it is followed, will result in more of the same. We need new thinking and new, sustainable revenue sources.

We can not take more money out of the individual persons pocket for these improvements. We can not afford higher license registration fees and higher gas tax. The transportation costs need to be reduced for individuals and companies alike if we are to grow as a state and keep both people and companies from moving from the state. The funding focus should be on reducing government waste by eliminating projects and programs that serve no useful purpose.
Stop corruption.

Re-instate the United We Ride type of initiative. More stress must be put on coordination of transportation in local areas and regions, including transportation provided by human service agencies.

Specific comments on the goals:

Integrate: while this is important, for most trips in the state, there are few modes to integrate with, this leads me to think some expansion is necessary.

Encourage CSS should be REQUIRE CSS

I'm glad to see public transportation specifically mentioned as a way to achieve goals
more rail service

Focus on corridors of highest significance makes great sense. Measure performance for all modes is a good idea but if there is no viable public transit to speak of it's hard to measure. Integrate the system is a great idea, as is context sensitive solutions and

identify appropriate funding.

It makes sense to affect the Corridors of Highest Significance first. I appreciate that Macomb County is tied into this new "system" via the I-696 corridor.

Agree.

My hope is that as the 25 years progress, the Long-Range Plan is dynamic and adapts to emerging technology, lower costs, and greater public support for mass transit.

Particularly if any or all of the Big 3 leave Michigan, what is reward for Michigan continuing to keep its mass transit in the dark ages so we can all be advertising fodder for the Motor City.

There is way too much emphasis on highway traffic alone. If we do not have the revenue to meet maintenance of highways, then why are we continuing to focus so strongly on it?

Focusing on roads certainly achieves the goals, but the goals themselves are faulty because they do not include enough focus on public transit.

Ohio seems to be more aggressive in their support of the freight industry, for example, they expanded the transportation highway load with new interchanges and higher capacity roads in Toledo. They have a nice port. We have an export downriver Detroit system and old/undersized ports connected to crummy roads.

ok

This is clearly the strongest section of the document. Performance measurements for other modes will be important to create the improvements that will ensure the success of these modes. Relative to other states Michigan is in dire need of better integration of modes. The fact that there is no public transit linking Detroit Metro airport to surrounding communities is incomprehensible. Context Sensitive Solutions should work to eliminate barriers the road system places in the way of walking and bicycling. Community meetings to establish what areas are most effective to carry out the needs of the residents.

Are as backwards as its strategies to "revive" urban centers.

The plan lacks any strategies that do not focus on the highway system.

Question/Response

Focus on Corridors of Highest Significance

Keep options open and promote mass transportations, especially trains. Light rail in Metro Detroit would be awesome.

Appears to be the correct focus from my perspective.

Understandable but does not address congestion solutions around big cities. More roads may not be the only answer.

Much more transit is needed; more funding for regional transit on well-traveled corridors.

Too much emphasis on highways! This needs doing, but we need to think further.

SE MI and up

SE MI and up

US 2 is much improved with the addition of passing lanes but still a very busy highway.

I don't know all of the corridors that need attention from personal experience. That is why I'm sure that you addressed them well. You didn't address the 131 from Schoolcraft to the Indiana border issue, but I don't know how that ranks compared to other issues. you clogged all the corridors, M39, M10 is gone, I75 is congested beyond hope, Telegraph has construction and Woodward has construction....you <stricken>...barrels and lane closures and no one working...they <stricken> too

This is a good strategy. The corridors should provide the most efficient and cost effective transportation for all vehicles, including cargo carriers.

I'm concerned that Grand Rapids corridors will be less focused on then some others. Given our state's limited resources and shrinking pool of funds, I agree with this section. I believe that development on these corridors should be concentrated in existing developed areas to take advantage of the significant transit investment that has already occurred there. Encouraging sprawl along these routes will just make the financial transportation infrastructure of the state even greater.

That makes sense for freight and regional transportation of people. But many people need to simply be able to get around in their communities. That is very difficult in many rural areas. Corridors, at the expense of communities, is detrimental to quality of life. I'm not sure I understand how this is at all important, because basically, all corridors are mentioned.

By defining the corridors by the highway segments you are categorically embracing one mode above another. This bias is strong throughout the section.

One way to more effectively use this map and these designations it to strive for passenger rail service on the busiest and intercity bus on the less busy. The map a few pages later shows a number of serious gaps. (more later)

Local Access Interchanges: I agree completely and I think this attitude must be expanded in the state. We have spent \$30 million on a local access interchange expansion (Beck road) and we are planning on doing it again 1 mile west (Wixom). This state investment and especially federal match could have done a lot more to help the entire state than it did.

ALL YOU GOT IS ATTEMPTS TO BANDAID THE HIGHWAYS YOU ALREADY BUILT AND MORE HIGHWAYS TO NEED MORE THAN BANDAIDS TWENTYFIVE YEARS FROM NOW!

This was described very well.

I'm glad they are all pre-existing roadways and no new ones - you mention car sharing but you should also look Amtrak runs at least one route (wolverine) along a similar route to I-94 - make those integrate better

Not enough focus on adding viable mass transit options to all these corridors.

The corridor focus makes sense, but I would like to see an even more specific focus on heavily urbanized areas within the corridors. Fix those first and encourage people to live

in cities to slow sprawl.

The Traverse City corridor to S.E. Michigan is missing. This needs to be added to the corridors of highest significance.

I believe that this is clearly important and applaud the researchers for identifying the high-traffic, high-growth, high-congestion areas.

Detroit - Woodward, I-75, Gratiot, Michigan Ave, I-94 to the airport

Grand Rapids - 28th street, Division, I-196, Lake Michigan Drive, Michigan Ave / Bridge Street

Although these corridors are important we need more alternatives to using them as much as we do now. I would support less money for major highways if it meant more transportation alternatives.

Page 11, first paragraph mentions "92 percent of Michigan's population...."

Page 12, first paragraph, says "72 percent of Michigan's population...."

The corridors listed do not refer to rail corridors enough. Therefore the focus does not sufficiently address the problem.

Stop fueling sprawl. The report did not address this enough. Limit new construction to where the money will be. We can not support growth in lower growth areas. For example, why do airports like Jackson need expansion? Limit the money's to small airports that do not have commercial flights.

If safety is also a paramount concern to MDOT, why not spend money on smaller MDOT owned corridors to reduce costly accidents. Highest significance can not only be based on traffic counts. The Rochester Road corridor in Rochester Hills consistently has the most accidents in the City and also consistently ranks high every year amongst the County. And yet, there does not appear to be a plan from MDOT to address this ongoing corridor problem.

The continued use of Asset Management is good to ensure cost effectiveness and efficiency.

Everyone and their transit needs are significant.

There is a significant movement from SE Michigan to the Traverse City area which could be identified using the rail corridor between Ann Arbor and Traverse City. This was brought up at a public stakeholder meeting but the Consulting team stated that there were not significant enough highway volumes for this to be identified as a corridor of significance.

Question/Response

Measure Performance for All Modes

Keep bicycle and pedestrian traffic in mind in all planning. Bicycling and walking are key to our health, reducing pollution, keeping cities vital, and tourism. Safe bicycle and pedestrian routes should link suburban and urban areas. Our rural roads are no longer lightly traveled as subdivision, shopping, and apartment developments take over what

were once farms. Traffic is now harrowing on these roads. Keeping farmland would help too.

This section could be developed more. Good all-encompassing start.

Due to some of our efforts in encouraging healthy lifestyle changes by encouraging physical activity such as walking and running, MDCH is particularly interested in the performance measures surrounding the Bike/Pedestrian measures dealing with bike/pedestrian safety and bike/pedestrian accessibility.

To measure roads, a consumer must take into consideration the price of his vehicle, insurance, etc not just the road!

The Public Transit and Bike Ped measures are very, very weak. Performance measures should be chiefly led by an increase in ridership and/or usage. Accessibility, condition, and other such measures do not guarantee anything substantive actually happening in these areas.

Increase in public support and funding for transit.

For transit and Amtrak rail service, I believe that fare box recover is a good measure to pay attention to.

For highways, it would be interesting to measure who is filling up the roads. Are the vehicles daily commuters? Tourists? Intercity trips by residents for business? Freight?

This can help us see what is most important going forward and can help inform courses of action.

YOUR NEXT "OBVIOUS" STEP WILL HAVE TO BE TO CHEAPEN THE CONCRETE TO THE POINT WHERE THE REPAIRED HIGHWAYS WILL BE IMPASSIBLE TEN YEARS BEFORE THEY ARE DUE TO BE "REPAIRED."

This is good - just remember that with public transportation it takes a bit longer to see its impact both in ridership and in economic benefit & revitalization of urban areas vs. the sprawl that comes from roadways

I believe it is important to have this in place right from the beginning. It will help to monitor for improvements for the next phase of the program.

Agree.

I do believe that tracking progress and measuring performance are key and the drafters agree.

Bike transportation? A mode of transportation that only some ages can use 1/2 the year?

Although it is energy efficient, in an environment such as Michigan, which is car heavy and sprawled out over ten of miles, bike options are not good ones.

Page 16- "Public Transportation Measures" Is this intended to include passenger rail.

See comments below in this regard

Because rail and bus modes are currently hampered by lack of funding and infrastructure compared to automotive modes, their measurements would therefore be inaccurately compared and not fully accounted for when comparing against benchmark

cities with proper planning and public transit.

I am not sure you are including accidents, traffic bottlenecks, border back-up as measures of performance problems. Metrics are only good if you use them to make changes. I did not see anything to reduce the terrible truck accidents due to their volume.

ok

Surveys should be conducted semi-annually to determine if the plan is satisfactorily in place to residents.

Instead of a real plan to address the needs, the public is provided with limited recommendations of performance measures for modes other than highways. Instead of identifying what it would take to provide mobility using another mode, even within a single region, the public is told only that "The mobility available on the highway and transit components of Michigan's transportation system are two key aspects of operational performance." The Public Transportation measures are limited to (existing) transit fleet condition, transit safety (on the existing system) and transit system coverage (which is not discussed at all.)

Question/Response

Integrate the Transportation System

More public awareness for the need for transit systems. Michigan is too dependent on vehicular transportation.

Very much needed!

The number of the disabled will increase as the U.S population continues to increase. As this market niche does travel, it is important that their needs are considered when taking into account an integrated transportation system. Socioeconomics that take into account physical and economic accessibility are key factors to this. Also important for this and all populations is safe transportation.

what system

The systems should be integrated. They are owned by the people of Michigan. We paid for them. They are not owned by a jurisdiction. The jurisdiction should be governing for the good of the people.

Integrate the transportation system is a must, but it must also integrate into a diverse transit system. This includes rail transit from city to suburb, park and ride lots, and city bus service.

Integration needs of people and freight are different. Integration of the movement of people is woefully inadequate in Michigan and needs to be greatly improved. The integration of freight is quite robust in Michigan.

Transportation must be regionalized. Regional transportation, with coordination of various agencies expands the current "boundaries" that require inter-local agreements, which may be impossible to work out.

"Multi-modal" should indeed be multi-modal. All forms of transportation must be

connected.

This section should say something about networks. In addition to looking at how to more fully integrate specific modes, we should be looking at how to expand the utility of existing links in our multi-modal network. This will require making targeted expansions that will improve the overall performance and utility of our system. Smaller vehicles would run more frequently. The SMART bus drivers don't always pick up people as scheduled. Sometimes they don't come for a pick-up, or they give a person one hour for shopping which is impossible even for an individual who isn't on a walker or cane. The bus goes around, and around picking up people which doesn't seem to give the driver's time especially during bad weather for a return pickup. I think that may be the reason why sometimes people are promised a pickup and it the pickup doesn't take place. I think that for door to door pickup each community should have their own bus system. The Senior Center can't take care of all peoples needs because some people aren't members of the Senior Center.

How can you integrate highways (which are just about all you actually work on) when the ramps are either falling or losing chunks of concrete?

I envision something like Chicago's L, where at the end stations there are parking structures so you can do a combo drive/public transportation

Hard to determine what they're really talking about here.

This is going to be difficult -- change is not usually embraced easily. Just think that we had a light-rail system that was dismantled in the 50's and now we are going back to it. Many who make their living off the current structure might look at this "change" as a threat to their existence.

Agree.

Whatever the transportation mix becomes over the next 25 years, integration is essential. Integration is a good idea; it is the modes of transport that I disagree with.

Because there is insufficient commitment to increasing public transportation around the metro Detroit region, there won't be much for MDOT to integrate and interconnect with. Therefore the self-handicapped reduced goal shouldn't be hard to meet.

Good concept, but does not follow the business forecasts, money or aging population growth as it should.

Separate industrial traffic from consumer. Get trucks on a industrial trek. We do not want to be run down by trucks anymore. (Semi's speeding in your rearview mirror is not fun.) Why are we still having truck back-up's on I94 & I96?

Sounds good.

that would be better for the residents who work in different counties.

The final paragraph of the section on “Integrate the Transportation System” states that “Ultimately, Michigan will achieve a seamless, integrated system by making good choices one (construction) project at a time.” The second bullet missed the mark by stating that (MDOT) “Seek investments that remove barriers to connectivity or realize opportunities to improve connectivity and enhance integration for multiple components.” If this statement had added the words “or mobility” after “remove barriers to connectivity” it would have addressed the need to seek to improve public transit options. Integration is just as important for public transit as it is for the other modes if true mobility is to be provided for the public.

Question/Response

Investing to Achieve the Vision

I would like to see the Midwest Regional Rail System developed (the hub and

spoke high-speed passenger train that will connect most major Michigan cities

and the major cities of the Midwest). I would like to see MDOT employ maglev technology (magnetic levitation) in these trains.

Please, I love Michigan, but lack of public transport options are leading people to leave the state.

Unfortunately, mass transit is listed last. Again, too much highway.

MDCH is supportive of the investment in Multi-modal Preservation and Multi-modal Expansion which include on-going and new transit services that comprise carpool lots and bike/pedestrian facilities. Providing the elderly population with greater mobility and more options for access to healthcare, and attracting younger workers who seek an active lifestyle align with the vision of MDCH where Michigan will be a safe and healthy state where all people realize their fullest health potential and live enriched and productive lives.

what vision

The majority of dollars seem to go to repair of roads. There needs to be a shift in funding for other projects, if the state wants to work on other than repairing roads. This shift must be intentional and the amount of funding to the other projects with the future in mind must be at least 50 percent.

Mass transit must be a major part of investment to achieve the vision. The budget priorities presented are just more of the same. Why are there no performance measures for Impact on Mass Transit and Bike/Ped Facilities like there is with Highways and Bridges? Investing in mass transit will result in less impact and stress on our already overstress highway systems.

Invest in rail lines connecting Michigan cities and cities outside of Michigan. Make

them more on-time.

The New Initiative part of SAFETEA-LU, talks about transportation options other than "buy a bus, hire a driver." Specifically they mention:

Voucher programs: Michigan currently has six voucher sites funded by the DDC as pilot programs. (See contact information sheet attached.)

Expansion of the $\frac{3}{4}$ mile minimum for ADA para-transit

Reduction in fares for ADA para-transit service to less than twice the amount of the line haul bus fare

Highway expansion is NOT necessary for a state that is not gaining population.

In my opinion, too many highway expansions are categorized as something else because they had components related to safety or state of good repair. Rebuilding a 2 lane bridge into a 4 lane bridge is expansion regardless of how much the bridge needed to be rebuilt.

Highway modernization is mostly a slightly smarter way to increase capacity. Acknowledge this fact. At the same time, when modernization hurts communities or other modes of travel, it isn't helping the state. Please talk about this.

Mutli-modal expansion: While these are good investments, I believe that the network has to be expanded that that by doing so, the system will perform better (including more efficiently) and will serve a greater number of trips and travelers.

Business as usual should not even be an option going forward. Mention it only in order to talk about its past failures and put changes into perspective.

The information about act 51 should be better explained for the benefit of the public and the elected officials.

YOU AREN'T INVESTING BECAUSE THAT WOULD REQUIRE NEW TAXES AND THAT IS AGAINST EVERYBODY'S RELIGION! INDEED, YOU DON'T HAVE A VISION BECAUSE YOU ARE TOO TIMID TO "LOOK"!

I'm sorry to see that public transportation is at the bottom of the list
I believe there should be NO highway expansion, and only minimal maintenance.
Disagree with business as usual. I favor change the mix and move ahead, but without the highway modernization aspect. I have no problem with additional transportation revenues as long as it is not aimed at cars and roads.

see general comments above about public transit vs. highway expansion

It appears that the IAV program will give better economic returns. I believe emotional and "perception of Michigan" returns should account for something, too. These are attributes that are difficult to measure: consider the last 20 years of driving on our roads during the summer; or, when meeting new, out-of-state people who know Michigan only for its bad roads.

Like the flexible new revenue plan.

Vague.

Page 18-The "Multi-modal Expansion" bulleted paragraph specifically differentiates between "transit" and "rail Passenger". If this is intentional, then the "Multi-modal preservation" bulleted paragraph indicates no plan to preserve rail passenger service. Why is this?

Also, does the differentiation between transit and rail passenger extend to the entire document when the word "transit" is mentioned?

Since there is insufficient commitment and funding for public transportation (bus and rail) the limited funding remaining almost exclusively for roads should be fairly easy for MDOT to spend on repairs and expansion rather than create desirable public transportation options to give outsiders a reason to come to Michigan and reduce the brain drain leaving Michigan.

We do not have money. Will will not have money in the near future. You need to plan for doing the most with not just what we have, but with less. People are getting older and industry is leaving. Where do you plan to get more money? Report is "too Polly Anna-ish."

ok

keep talking to my legislature to see what progress had been made.

Within the section on "Investing to Achieve the Vision" the chart titled Impact on Highways and Bridges does a great job showing the impacts of improvements based on two of the financial scenarios. There is no similar chart that illustrates the impacts on the remaining parts of the transportation system i.e., aviation, freight, bus transit, rail passenger, bike or pedestrian improvements.

Question/Response

Using the Corridors of Highest Significance to Focus Investment

More transit. Use transit to orient development; work with development and financial partners to fashion mortgages to preferentially locate developments and appropriate density bonuses... Michigan needs to get creative on land use issues related to transportation! It is still lagging far behind other states.

Well-documented area. I wonder if your hope to raise the state transportation revenues by 42 percent isn't a bit unrealistic. It would be great if you could, but considering Michigan's present economic plight, I think other sources of revenue will have to be explored -- some unpopular ones, perhaps (the "T" word?).

you can't focus

St Johns to Ithaca needed

The I-75 from Michigan to Ohio only talks about expanding lanes in urban areas as a strategy to expand capacity. This is a very short term (5-7 years) fix that will cost a lot of money. Mass transit would be a much better investment of tax payer funds and be a more sustainable option along the urbanized areas of I-75.

Overall the section lists very few mass-transit projects in relation to the other projects. Additionally these projects are quite conceptual in comparison to their highway counterparts. Mass transit needs to be beefed up in this section and included in the discussions of each corridor.

Relatively small amounts of money can make a huge difference in rural areas. So focusing investment in major corridors is okay, as long as there is increased investment in rural transit.

Using highways to define corridors by definition embraces one mode above others.

DIFT may be a interesting idea, but it has little support from those that work with it. It should not be a high-profile part of the state's plan, regardless of the amount of money already spent on it.

I fail to see how general aviation facilities are significant concerns of the majority of Michigan's population, especially when expansions serve no general public purpose.

The Midwest regional rail initiative should be one of the biggest drivers of the state's transportation plan. I am extremely disappointed that no true funding or energy is being spent on this plan -- instead, the attitude seems to be that somebody else might someday help get this done for us.

If the Amtrak/Norfolk Southern rail line were upgraded by installing complete double tracking, and high speed signals. The state would have a real strategy to deal with I-94 congestion.

In addition to the MRRI, the state should also embrace the Ohio hub plan, which would connect Detroit to Toledo, Cleveland, and Pittsburgh.

The state should also take advantage of its international border and try to coordinate Canadian VIA rail service with Michigan Amtrak and Bus service in Detroit/Windsor and Port Huron/Sarnia.

The state should also start investigating investments on rail or bus for the I-96 corridor, which would link the 2 largest cities in the state together with the state capitol.

If the state even started on these things in the most basic way, Michigan would be on its

way to achieving the goals laid out in the plan.

In addition, transit projects mentioned for Grand Rapids and Detroit are a HUGE part of Michigan's economic transition. The state should plan on devoting money and support to both of these initiatives and others like them or it will still be business as usual.

Finishing the 127 freeway is not a big priority. (And I am someone who uses it frequently.) My family lives near Battle Creek and we have a cabin in northern Michigan, and I attended Michigan Tech for 5 years.) It be nice, but there are much bigger needs than taking 15 minutes off of the travel time.

M-59 is congested because of land use. This will not be built out of! Any investment in the area will further extend sprawling growth, since we are not gaining people this is a exercise in stupidity. The same is true for many of the other statewide corridors. For example, M-24 in Lapeer county is explicitly stated to be a commuter corridor. This is NOT further the state's objectives.
IN OTHER WORDS, HOW DO YOU GET OUT STATE FROM CANADA WHEN YOU WERE SO ANTI-DETROIT THAT YOU LEFT IT A MESS?

DEAR LORD, BUST TRUCK AXLES!

My highest priorities are the Midwest regional rail initiative, Ann Arbor- Detroit passenger rail - bus rapid transit, grand Rapids area bus rapid transit, etc.
see comments above about corridors of highest significance

Agreed - start with highest significance will help carry change into areas of lower significance.

Once again, the corridor from Traverse City to southern Michigan is missing in the list of corridors. It needs to be included.

I agree about the corridors, but as stated earlier I would use these corridors to focus *alternatives*, not just same ol, same ol.

It should be noted that the Midwest Regional Rail Initiative mentioned on page 23, as well as the "Intercity Passenger" Technical Report prepared for this SLRP study eliminates passenger rail service on the current Grand-Rapids-Holland-Chicago route that is one of the "Corridors of Highest Significance", and replaces it with a Grand Rapids-Kalamazoo-Chicago route that is not a "Corridor of Highest Significance". This seems to be an inconsistency between goals/objectives and system planning.

MDOT should have no problem meeting it's handicapped goal created by lack of public experience with cities that successfully use public transit and rail to alleviate automotive congestion in metro regions.

Good ideal, but be more aggressive criteria needs to be used. Many areas probably need to be at status quo unless they can come up with their own money to throw into the pot.

Follow the money. It is not where you outlined in many cases.

We need a broader transportation plan not just one that focuses on the important economic corridors. Although municipalities also benefit from the high-significant corridor improvements, the other, lower priority MDOT-owned corridors each play a significant part in our resident's daily quality of life and should not be ignored. by transportation needs currently being settled the economy might pick up in certain areas, therefore consumers have the choice that they are desperately seeking. This is a flawed strategy if the plan is really attempting to be multi-modal as the corridors were identified using primarily highway volumes ignoring the public's input.

Comments Submitted by Transportation Riders United (TRU)

Summary:

The Michigan Department of Transportation has spent nearly a year and a half developing their Michigan Long-Range Transportation Plan, which “sets for the decision principles that will be the foundation of our transportation investments,” through 2030.

TRU applauds their efforts over the past three years to invite public input into this process, with numerous public meetings, online surveys, and more. This report acknowledges that the public input process clearly showed that the people of Michigan want more transportation choices and do not want MDOT to continue with business as usual.

The report acknowledges that, “Michigan is at a crossroads. Bold action is required for the state to move forward.” Unfortunately this plan provides bold words, but reverts to MDOT’s old ways of highway-dominated thinking when actually outlining spending priorities and projects.

The report recommends investments for the next twenty years. It includes over \$40 billion for highways and less than \$13 billion for all other transportation modes combined, including airports, trains, freight, buses, new rapid transit, bicycles, and pedestrians. Despite 50 years of investing nearly exclusively on highways, it recommends spending another \$3.55 billion on new highway expansion, and just \$0.51 billion for expansion of passenger trains, buses, rapid transit, bicycle and pedestrian projects over the next twenty years.

Despite promises on change, this continued huge investment in highways and small investment in transit projects is just more business as usual. Baby steps towards transportation choices and transit investments are not sufficient to move Michigan into the 21st century or to attract knowledge workers and new economy businesses Michigan so badly needs.

TRU strongly recommends that MDOT edit this Michigan Long-Range Transportation Plan to not just talk about the need for transportation choices, but to recommend funding priorities and project priorities that will achieve those goals.

We look forward to the opportunity to continue to work with MDOT and other state officials to help Michigan make the transit and other alternative transportation investment it truly needs. Thank you for considering these comments. We look forward to receiving a reply of how these will be incorporated.

Details – positives:

This long-range transportation plan is significantly improved from previous years' transportation plans.

TRU was pleased with the public involvement process and MDOT's efforts to invite the public to participate in numerous different ways and on numerous occasions.

We are also pleased that MDOT clearly got the message that the public does not want to continue with business as usual, that people want more transportation choices and more investment in public transit.

We strongly agree in the link between transportation and economic and social issues. As the report states, "MI Transportation Plan focuses on the important link between transportation and Michigan's economic viability and quality of life." It is important to recognize that transportation investments are about more than just moving people from point a to point b – this report claims to do that.

We also strongly agree that, "more revenue for transportation is clearly needed." This is critical!

We are pleased to see this report acknowledge many important transportation challenges and opportunities:

- "As the population ages, older adults and individuals with disabilities will increasingly depend upon transit services. In both urban and rural parts of the state, there is a significant need to enhance or expand transit services and facilities to meet this future demand."
- "Preservation of the existing transportation system and service is vital."
- "The public seeks greater modal choice."

We are also pleased to see transportation choice recognized in the future vision and strategy:

- "The system will be responsive to the public's demand for more transit, bicycle and pedestrian choices."
- "The need for freight and passenger movement will be balanced."
- "MDOT will be . . . responsive to customer needs."
- "Michigan must plan and invest now to ensure a greater array of well-connected transportation options."

- Decision making principles – “assess the complexity of user needs and activities when conducting corridor studies”
- “Achieving the vision of the MI Transportation Plan requires investment levels that provide balanced transportation by investing in all transportation modes.”

Finally, we are pleased to see the Midwest Regional Rail Initiative recognized. If Michigan is truly committed to investing in transportation choices, we must strongly support and fully fund this critical project.

Details – concerns and problems:

However, we have several important concerns about the priorities that this report suggests and that several important issues are not sufficiently considered.

Our strongest and most critical concern addresses investment recommendations in the report. After talking throughout the entire report about how the public wants transportation choices and about the importance of balanced investments, the investments that this report suggests are dramatically lacking.

The “investing to achieve the vision” financial priorities seem to ignore the entire report’s discussion of the public demand for transportation choice. It provides \$40.69 billion to highway projects and just \$12.88 billion for all other transportation modes and projects combined. This is far from balanced. This report suggests that highways should receive over 75 percent of all transportation funds for the next twenty years.

Michigan cannot possibly fulfill the needs of our aging population, revitalize our urban cores, and attract new economy businesses with just \$0.51 billion for all transit, train, bus, pedestrian, and bicycle improvements combined. The report suggests providing just \$25 million per year for what the public clearly stated was critically important – expanding transportation choices.

We also question the claim of a \$2.7 billion need for all multi-modal expansion over the next twenty years. Transit and passenger rail needs are significantly higher than this, if we are to achieve anywhere near what the public is demanding. We need major passenger rail investments, both in upgrading tracks to allow for high-speed service and in offering new regional and commuter rail service linking our cities.

Some of the highway expansion and possibly some highway preservation would be unnecessary if people had strong transportation choices on the rail network.

In addition, when dividing up funding needs, four of the eight categories are highway and a huge variety of modes are all tossed into just two multi-modal categories.

The “change the mix” investment package should decrease highway expansion, not highway

preservation. Highway preservation is quite critical, which highway expansion is of questionable need and benefit.

All four of the investment packages considered on page 19 provide just \$20 million to multi-modal expansion. If we want Michigan to “move ahead,” multi-modal expansion is critical.

The report also states that, “Limited resources may limit the ability of transportation providers to integrate Michigan’s transportation system as fully as desired” and that “there is a gap between public expectations and government’s ability to deliver.” While limited resources are always an issue, the key is prioritization – choosing the most important places to spend our limited resources. MDOT must be willing to make major changes in transportation investment priorities to support public transit equally to or more than highways.

Similarly, there is a claim of “smokestack” funding that is limited in how it can be used. However, the federal government allows for significant “flexing” of transportation dollars. Michigan has done very little of this in the past and should plan to flex future transportation dollars to fund important transit projects.

MDOT’s true commitment to transit investments also seems quite limited when the list of specific projects includes the following sentence with each transit-related project: “Implementation of this project will likely require new or additional sources of federal, state, or local funds.” Highway projects instead state that, “These improvements will take place as funding becomes available.” Clearly there has been a decision made that highway projects must occur but transit projects are option if funds can be procured, despite repeating acknowledgements that the public demands transportation choices.

Similarly, all of the corridors of highest significance in this report are primarily highways, and are even named as such. While the report recognizes that these should be multi-modal corridors, it does little to focus on the non-highway modes.

The Detroit to Traverse City corridor should be added to the list of priority corridors. While there is no highway that directly links southeast and northwest Michigan, many people travel this corridor for tourism and other purposes. The existing rail line should be supported and invested in.

In addition, while the report does not give enough prioritization to trains and train, it barely mentions pedestrian and bicycle modes or investments.

As noted, there are also several important issues that appear to be left out of the report.

The report highlights the importance of transportation in economic viability, but fails to acknowledge the role of transportation in development. Rapid mass transit has played a large

role in other cities in redevelopment and urban revitalization, as well as creating the vibrant urban communities that attract young people and high tech businesses. Fully 70 percent of “new economy” businesses say that quality rapid transit is important. Dallas had over \$3.3 billion in new private development, 30,000 jobs created, a 30-percent increase in retail sales and a 40-percent increase in property value near their new rapid transit lines. This type of link between transportation investments and economic development should be included in this report.

The report also recognizes that Michigan is in a state of economic transition and that “Michigan is in the process of redefining itself, moving forward by cultivating new industries and new jobs.” However, there is little recognition of the need for these jobs to be new economy high tech or knowledge-based jobs. These jobs rely less on highways and more on creating vibrant urban neighborhoods around quality rapid transit.

There appears to be no recognition of the impact that rising gas prices will have on transportation choices. With gas at \$3 per gallon, many people are already changing their auto purchases and are looking to buses and trains for an alternative. Transportation choices will become far more important as gas prices jump to \$5, \$8 or more per gallon. High gas prices will likely have a significant impact on our tourism industry, when it costs well over \$100 in gas alone to travel up north for the weekend.

Finally, there was nothing addressing the problem of global warming and the impact of likely regulations or limitations on fossil fuel use. The world of energy will be a far different place in 2030 than it is today, but this report does little to acknowledge that.

In conclusion, this report is a step forward for MDOT in its recognition of the public’s demand for transportation choices and investment in public transit and other modes. However, Michigan cannot afford twenty years of small steps forward.

The report acknowledges that, “Michigan is at a crossroads. Bold action is required for the state to move forward.” Unfortunately this plan does not achieve that, especially in regards to investment priorities and specific project plans. Despite promises on change, this continued huge investment in highways and small investment in transit projects is just more business as usual.

TRU strongly recommends that MDOT edit this Michigan Long-Range Transportation Plan to not just talk about the need for transportation choices, but to recommend funding priorities and project priorities that will achieve those goals.

We look forward to the opportunity to continue to work with MDOT and other state officials to help Michigan make the transit and other alternative transportation investment it truly needs. Thank you for considering these comments. We look forward to receiving a reply of how these

will incorporated.

>>> "Anderson, Scott" <Scott.Anderson@ps.net> 04/30/2007 3:36 PM >>>
Ms. Gorski,

While I laud the discussion about public transportation in the plan documents, I am sorely disappointed that once again, if you look at planned expenditures, Michigan plans to continue to provide very poor and inadequate public transportation to its citizens. \$0.5 billion is barely enough to scratch the surface of what is needed to improve public transportation in metro Detroit alone, let alone the entire state.

Michigan's continued emphasis on highway expansion can only lead to more sprawl, which means the same number of people taking up more space, more miles of road per capita, and so on, and we do not have the money to maintain what we already have.

State after state after state have directed funding toward improved public transportation and the implementation of rapid transit modes since the 1980s. Michigan's plan to continue to do what we've been doing for decades will only keep us moving in the direction we're already moving: down.

I strongly urge that the plan be amended to call for major improvements in public transportation so Michigan can at least begin to catch up with other states. Of the top 20 US Metro regions by population, metro Detroit is the only one that does not have, and is not building, regional rapid transit. The "region" only exists as a vague concept; the state must participate in efforts to transform our region and other regions in the State.

Regards,
Scott C. Anderson

China Township



From: MI DD Council (Dee Florence)
To: ryanti@michigan.gov
Date: 05/14/2007 4:17:49PM
Subject: Comments on MDOT State Long-Range Plan

From: Michigan Developmental Disabilities Councils (DDC) and the Transportation Work Group (TWG)
To: Michigan Department of Transportation (MDOT)
cc: the Honorable Governor Jennifer Granholm
RE: Our input to the MDOT 30 Year Transportation Plan for Michigan

Who We are:

The Michigan Developmental Disabilities Council is a Governor appointed Council advocating for people with developmental disabilities. We have 50 Regional Interagency Consumer Committees (RICCs) throughout Michigan. The Michigan Developmental Disabilities Council's Transportation Work Group (TWG) includes participants from the entire state.

The TWG meets each month utilizing telephone conferencing for participants. Telephone conferencing allows input from people who find it impossible to travel long distances even if public transportation was available, which is not available everywhere in Michigan. Phone sites must be in public places and be announced ahead of time as required by the open meetings act. We ask that at least three people with disabilities or people who are elderly be present at each phone site. This means that our meetings may include as many as 30 people or more. Agendas and attachments are provided to the telephone sites a few days prior to the meeting so everyone can be an informed participant.

We offer the following for your consideration as you put together the state transportation plan: MDOT must have meetings at places accessible by public transportation and the meetings need to be held during the public transportation hours of operation. This is the only way that MDOT can truly serve all of Michigan's citizens. The people who cannot get to your meetings can't be there to tell you they can't get there. Increase transportation options, such as:

- Voucher programs: Michigan currently has six voucher sites funded by the DDC as pilot programs.
- Expansion of the ¾ mile minimum for ADA para-transit
- Reduction in fares for ADA para-transit service to less than twice the amount of the line haul bus fare
- More ride sharing options
- Establish an 800 number for information about coordination among existing transit agencies and authorities. The New Initiative part of SAFETEA-LU, talks about transportation options other than buy a bus or hire a driver.

All forms of transportation must be connected. Multi-modal should indeed be multi-modal. Security on public buses and trains must be taken as seriously as security for air travel (without sacrificing efficiency). Re-instate the United We Ride type of initiative. More stress must be put on coordination of transportation in local areas and regions, including transportation provided by human service agencies, with no new transit funds, this is essential. Transportation must be

regionalized. Regional transportation, with coordination of various agencies expands the current boundaries that require inter-local agreements, which may be impossible to work out. The plan needs to address moving people, and less on moving freight. People are our most important resource.

Contact us. Put us to work. Were in this together and public transportation is the economic engine that helps Michigans economy. We cant afford to keep building roads and allowing mass transit to languish. Everyone using public transportation is going to make money or going to spend money everyone! Public transportation is a key to Michigan's economic future. Thank you, MI DD Council

Dee Florence
Advocacy Secretary
MI Developmental Disabilities Council
Dept. of Community Health
Phone: 517-334-7239
Fax: 517-334-7353
Email: florenced1@michigan.gov

BC/CAL/KAL
Inland Port Development
Corporation

4950 West Dickman Road
P.O. Box 1438
Battle Creek, Michigan 49016

Telephone: 269-962-7526
Fax: 269-962-8096
www.bcunlimited.org



May 1, 2007

Tim Ryan, Transportation Director
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Ryan:

The BC/CAL/KAL Inland Port Development Corporation is grateful for this opportunity to provide comment on the Michigan Department of Transportation proposed 2005 -2030 long-range transportation plan.

Background: Based at the Port of Battle Creek, Michigan, BC/CAL/KAL Inland Port Development Corporation (BC/CAL/KAL) has the primary mission of supporting economic development activities by providing services related to international trade, thereby enhancing the global competitiveness of West Michigan manufacturers.

Since 1978, BC/CAL/KAL has served as administrator of Foreign-Trade Zone #43, providing global competitiveness strategies to firms including Pfizer, Perrigo, Mead Johnson Nutritionals, and Ross Products Division of Abbott Labs, as well as smaller firms and temporary importers in West Michigan. BC/CAL/KAL markets the U.S. Customs and Border Protection Port of Battle Creek, with full-time and full-service clearances of foreign land and air arrivals of merchandise, personnel, and personal effects.

Public Comment: We are pleased to note that MDOT recognizes Interstate 94 as a corridor of highest significance, with national/international focus.

We urge you to include in the 2005-2030 Plan, the widening of I-94 to three lanes in each direction between Sprinkle Road in Kalamazoo County and I-69 in Calhoun County.

Port of Battle Creek/Foreign-Trade Zone 43

Mr. Tim Ryan
May 1, 2007
Page 2

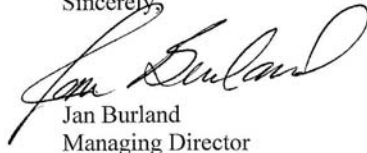
This portion of the I-94 corridor serves Battle Creek's Fort Custer Industrial Park with more than 10,000 jobs, as well as such major employers as Kellogg and Post Cereals in Calhoun County, and Pfizer, Stryker, and Target in neighboring Kalamazoo County. These dynamic employers in Michigan must be supported in their transportation needs.

All rely upon the efficiency, safety, and accessibility of I-94. While the State of Michigan experiences economic woes, employment inched up by 0.2 percent in West Michigan, an increase of 2,100 jobs. (*Business Outlook for West Michigan, Vol. XXIII, No. 1*, W.E. Upjohn Institute for Employment Research, March 2007.)

Furthermore, we encourage MDOT to consider the economic impact of the availability of the Port of Battle Creek, along the I-94 corridor. The inland port of entry consistently exceeds 6,000 clearances per year, as raw materials, commodities, parts, and components enter the U.S. for manufacturing and processing by companies in the West Michigan region.

Thank you for this opportunity to comment on the draft *Michigan Transportation Plan Moving Michigan Forward 2005-2030 State Long-Range Transportation Plan*. If you have questions or need more detailed information, please do not hesitate to contact me.

Sincerely,



Jan Burland
Managing Director

Cc: Copy sent via email to ryanti@michigan.gov



LAWRENCE KESTENBAUM
COUNTY CLERK / REGISTER OF DEEDS

200 North Main Street, Suite 120 P.O. Box 8645 Ann Arbor, Michigan 48107-8645

Phone (734) 222-6730 • Fax (734) 222-6528

www.ewashtenaw.org

M E M O R A N D U M

TO: Governor Jennifer M. Granholm
Michigan Department of Transportation

FROM: Lawrence Kestenbaum
Washtenaw County Clerk

THROUGH: Jason Brooks
Deputy Clerk

DATE: May 3, 2007

SUBJECT: Resolution 07-0099

Enclosed is a certified copy of resolution 07-0099, a resolution to make comments on the State Long Range Transportation Plan, and to direct the County Clerk to send comments to the Michigan Department of Transportation, adopted by the Washtenaw County Board of Commissioners at their May 2, 2007 meeting. If you need additional certified copies or further information please contact me at (734) 222-6655.

jb

Enc.



COUNTY ADMINISTRATOR
220 NORTH MAIN STREET, P.O. BOX 8645
ANN ARBOR, MICHIGAN 48107-8645
(734) 222-6850
FAX (734) 222-6715

TO: Jeff Irwin, Chair
Board of Commissioners

THROUGH: Robert E. Guenzel
County Administrator

FROM: Anthony VanDerworp, Director
Department of Planning & Environment

DATE: May 2, 2007

SUBJECT: Comments on State of Michigan Long Range Transportation Plan

BOARD ACTION REQUESTED:

It is requested that the Washtenaw County Board of Commissioners adopt the attached resolution, which has been recommended by the Planning Advisory Board, on the Draft Michigan State Long Range Transportation Plan. The plan can be viewed at www.michigan.gov/slrp.

BACKGROUND:

The Michigan Department of Transportation prepared a "Draft Michigan Transportation Plan: Moving Michigan Forward: 2005-2030 State Long-Range Transportation Plan." The plan is in draft form and comments on the plan will be accepted until May 14, 2007. The WATS Policy Committee considered and passed comments (attached) on the draft plan at their April 18th meeting for submission to the State.

DISCUSSION:

The County Board of Commissioners adopted a Comprehensive Plan for Washtenaw County (County Plan) in 2004. This plan includes several objectives that form a comprehensive perspective on an efficient transportation system in Washtenaw County to effectively move people, goods and services. The County Plan calls for the provision of a complete multi-modal transportation system, inclusive of non-motorized improvements, support of public transit, and congestion relief through the provision of rail service. This emphasis on alternative modes of transportation is needed to support important land use, environmental and economic goals of the County. These

highlighted network components have traditionally taken auxiliary and/or secondary places to a primary focus on traditional road expansion and improvement in the State of Michigan, a practice that continues with this plan draft. At their April 23, 2007 meeting, the Planning Advisory Board unanimously recommended a Board of Commissioners resolution urging the State to include a significant emphasis on non-motorized and multi-modal transportation improvement.

The State Plan falls short of embracing the true multi-modal transportation system envisioned by the County Plan and by many Michigan residents.

ATTACHMENTS:

- Resolution with Attachment
- WATS Policy Committee Comments on State Plan

A RESOLUTION TO MAKE COMMENTS ON THE STATE LONG RANGE
TRANSPORTATION PLAN AND TO DIRECT THE COUNTY CLERK TO SEND
COMMENTS TO THE MICHIGAN DEPARTMENT OF TRANSPORTATION

WASHTENAW COUNTY BOARD OF COMMISSIONERS

May 2, 2007

WHEREAS, the State of Michigan is soliciting comment on the Draft "Michigan Transportation Plan: Moving Michigan Forward – 2005-2030 State Long Range Transportation Plan ("State Plan"); and

WHEREAS, the State Plan will guide planning, funding, and development of the Michigan transportation system over the coming years; and

WHEREAS, the County Board of Commissioners has adopted A Comprehensive Plan for Washtenaw County and finds that critical goals of the County Plan are not adequately considered in the State Plan; and

WHEREAS, the Planning Advisory Board has reviewed and provided the comments incorporated in this resolution as Attachment A;

NOW THEREFORE BE IT RESOLVED that the Board of Commissioners (Board) urges the Michigan Department of Transportation to reconsider the plan and fully recognize the importance of a multi-modal transportation system, inclusive of passenger rail, non-motorized and other options for the movement of people as a critical foundation to economic growth in the State of Michigan.

BE IT FURTHER RESOLVED THAT the plan should fully recognize and support alternative transportation funding to respond to the changing demographics of Michigan that will become more dependent on alternative transportation choices to ensure a high quality of life.

BE IT FURTHER RESOLVED THAT the plan should be revised to adequately plan for future multi-modal transportation connections such as the existing highway system to planned commuter rail routes as well as the critical consideration of non-motorized improvements component to every project.

BE IT FURTHER RESOLVED THAT the plan should reconsider the designation of highway corridors for priority funding as the development of vibrant urban centers with transportation options will be critical to changing and growing a new Michigan economy.

BE IT FURTHER RESOLVED THAT the plan should recognize that alternative transportation choices can have positive effects on existing land use patterns in addition to providing a more economically and environmentally sustainable transportation network that results in less greenhouse gas emission.

BE IT FURTHER RESOLVED that the Board of Commissioners directs the County Clerk to send the comments to the Michigan Department of Transportation and to the Governor of Michigan.

COMMISSIONER	Y	N	A	COMMISSIONER	Y	N	A	COMMISSIONER	Y	N	A
Bergman	X			Ping Mills	X			Schwartz	X		
Grewal	X			Ouimet	X			Sizemore			X
Gunn	X			Peterson	X			Smith		X	
Irwin	X			Lovejoy Roe	X						

CLERK/REGISTER'S CERTIFICATE - CERTIFIED COPY ROLL CALL VOTE: TOTALS 9 1 1

STATE OF MICHIGAN)

I, Lawrence Kestenbaum, Clerk/Register of said County of Washtenaw and Clerk of Circuit Court for said County, do hereby certify that the foregoing is a true and accurate copy of a resolution adopted by the Washtenaw County Board of Commissioners at a session held at the County Administration Building in the City of Ann Arbor, Michigan, on May 2, 2007, as it appears of record in my office.

COUNTY OF WASHTENAW)^{SS}.

In Testimony Whereof, I have hereunto set my hand and affixed the seal of said Court at Ann Arbor, this 3rd day of May, 2007.

LAWRENCE KESTENBAUM, Clerk/Register

BY:

Deputy Clerk



Res. No. 07-0099



Washtenaw County
Department of Planning & Environment

**ATTACHMENT A – PLANNING ADVISORY BOARD COMMENTS ON
DRAFT STATE LONG RANGE TRANSPORTATION PLAN**

The Michigan Department of Transportation (MDOT) has undertaken an extensive and comprehensive public participation effort toward the preparation of the Draft Michigan Transportation Plan, *Moving Michigan Forward: 2005-2030 State Long-Range Transportation Plan (State Plan)*. Throughout the development of the State Plan, MDOT utilized an innovative and extensive public outreach process. Numerous local officials and stakeholders attended a variety of sessions over the past year and half. The sessions were well organized, concise, and provided ample opportunity for input on the draft plan at a variety of stages in the process.

A common conclusion through the numerous sessions and stages of plan participation was the goal of establishing a true multi-modal plan for Michigan. While it is understood that leadership changes at MDOT occurred during the course of this plan, an overarching concern is that the momentum and visions articulated in the plan development process appears to have been lost in the final draft document. The plan drafted as a result of this effort does not fully articulate multi-modal transportation commitments that will lead to a more sustainable transportation system in Michigan.

Additionally, and as supported by numerous recommendations in the Washtenaw County Comprehensive Plan, the State Plan should be re-considered to more fully embrace a multi-modal, sustainable vision for Michigan's transportation system. The comments of the Planning Advisory Board have been organized in several categories relative to the plan.

Economics

The "Transportation and the Economy" section on pp. 2-4 misses an opportunity to emphasize alternative modes of transportation as an economic engine. The section devotes paragraphs to the importance of moving manufactured goods, raw materials, and agricultural products throughout the state. Alternative modes of transportation are inferred, at best, in general references to tourism and service sectors increasingly competing for transportation capacity. We encourage taking this opportunity to highlight the importance that rail, non-motorized, and other transportation investments provide in diversifying Michigan's economy.

To support this, *A New Economic Engine* by the Michigan Land Use Institute a 1999 study by Cambridge Systematics estimates for every \$10 million investment in public transit, 300 jobs and \$30 million in local sales are generated. This economic growth potential is echoed by the recent press release by MDOT praising the potential \$2.3 to \$2.5 billion in user benefits of an enhanced passenger rail system

among Midwest states. These numbers lead to a simple realization – more investment in public transit results in economic growth.

While highway and road development investment may result in economic development as well, this pattern is less sustainable. As referenced in the State Plan there are already shortfalls in our ability to fund the continued operation and preservation of the existing highway network. By prioritizing investment on the Corridors of Highest Significance, which currently are solely highway corridors, the long term economic structure of the system seems challenging at best. Through the long term prioritization of funding to public transit projects, the State of Michigan would be more able to sustain a more effective system.

Non-Motorized

Placing more priority on how the non-motorized transportation system is expanded and connected to other networks is equally critical. Health surveys in Washtenaw County demonstrate that exercise and short walking trips are being “engineered” out of lives. This occurs through the convergence of several factors, but an improved non-motorized network that connects individuals to transportation choices would be a positive step toward the remedy of this condition. As physical activity is diminished from daily life, increased health problems with corresponding medical needs, also tax the Michigan economy.

A complete transportation system which provides adequate facilities for bicycles, pedestrians, and other non-motorized system users is an important component of a healthy community. There is a strong association between transportation infrastructure and the level of physical activity and quality of health of Michigan residents. Recent studies have found that people with access to sidewalks are 55% more likely to be physically active and meet the Surgeon General’s recommendations for physical activity. Additionally, people who live in neighborhoods with comprehensive non-motorized transportation systems have a 35% lower risk of obesity and hypertension. Despite these findings, trends indicate that walking, biking and transit are becoming less practical and convenient. Providing for a complete non-motorized system would make healthy levels of activity attainable for people during their daily routine.

The Southwest Michigan Non-motorized Investment Plan is a model that could be expanded and considered throughout the State. Given the size of the tourism industry and corresponding role in the Michigan economy, the analysis of system-wide non-motorized network would be an asset to Michigan. In addition to promoting tourism growth, a planned and extensive non-motorized network would provide a core environmental component to a healthy quality of life. This type of amenity is often sought by highly skilled workers and the industries they work in.

In both the “Michigan’s Transportation Goals” section on p. 9 and the “Focus on Corridors of Highest Significance” section on pp. 11-15, there are opportunities that are not taken advantage of to emphasize the importance of non-motorized safety incorporation into every project. Improving the safety and efficiency of the State’s

non-motorized network touches many other modal components, and attention to safety in this regard should be a consideration of all MDOT projects where non-motorized traffic could be present.

The State Plan continues to consider non-motorized transportation as secondary through the "Multi-Modal" category, which lumps non-motorized, transit service, and carpool facilities into a single category, having the impact of reducing their importance when compared to highways, freight and aviation. The lack of detailed analysis continues in the financial analysis portion of the State Plan. Under various scenarios of funding options ranging from the current "Business as Usual" model (\$37.03 Billion) to a "Flexible New Revenues" model (\$52.71 Billion), there is no funding increase for multi-modal expansion regardless of the over \$15 Billion in new revenue estimated in the top scenario.

Multi-Modal

The "Transportation Challenges" section recognizes "the public wants greater transportation choices and greater access to transportation facilities," however if as foreshadowed due to a lack of corresponding investment with the follow up statement "Limited resources. . . may limit the ability of transportation providers to integrate Michigan's transportation system as fully as desired." This suggestion that the goal can't be accomplished is short-sighted, as the funding challenges referenced are network-wide challenges.

Throughout Michigan, new passenger rail and other transit options are being evaluated. In addition to the efforts the plan references in Grand Rapids and commuter rail from Ann Arbor to Detroit, the potential of an Ann Arbor to Howell commuter rail, on rail regulated by MDOT, has great potential to provide real choice and flexibility to network users. This route could eventually be extended to tourism attractions in the northern lower peninsula.

Environmental

The State Plan should be recognized for its attention to land use impacts, but we encourage it be developed further to discuss that the impact flows in two directions. While land use patterns impact transportation needs, the provision of transportation infrastructure and resources can in turn have dramatic impacts on land use patterns (e.g. high density development around transit stops). This type of land use that responds to transportation choices often is walkable, dense, and has a long term positive impact on the environment.

The impact of transportation on land is one of many components of how our transportation choices affect the environment. Through the continued focus on highway development, Michigan's transportation system will continue to be taxing on our natural resources. In the absence of alternative, energy-efficient choices, automobiles will continue to dominate, with the corresponding emission of carbon and other greenhouse gases. The American Public Transit Association estimated in April of 2007 that the public transit systems throughout the United States save

approximately 1.4 Billion gallons of gasoline per year (the equivalent of 300,000 cars being filled up every day).

Principles

Numerous sessions during the public and stakeholder participation stages of the State Plan development process emphasized that the resulting document would focus on people. The Traverse City Convention and Visitors Bureau estimates that 2.3 million people visit each year with 31% of them arriving from the Detroit/SE Michigan Region. This represents a clear corridor of people, over 700,000 each year to one Michigan City from one geographic area. But as identified by the Washtenaw Area Transportation Study (WATS), the opportunity to recognize people was overshadowed by the designation of "Corridors of High Significance" which are all highways.

For example, recent interest in providing commuter rail service between Ann Arbor and Howell, and potential resort rail travel to the Traverse City area along the Great Lakes Central Railroad (formerly TSBY) line represents a non-highway corridor that would support the movement of many Michigan residents and out of state tourists. Recognition and support of this project in a long range plan would demonstrate a commitment to the movement of people rather than a commitment to highways of significance.

As identified in a March 2006 MDOT publication, the plan must address the following SAFETEA-LU scope requirements:

1. Support the economic vitality of the United States, the state, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety and security of the transportation system for motorized and non-motorized users.
3. Increase the accessibility and mobility options available to people and freight.
4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
5. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
6. Promote efficient system management and operation.
7. Emphasize the preservation of the existing transportation system.

The Draft State Plan fails to achieve these goals to the extent possible.

Cloudy



MITransportation

MICHIGAN LONG RANGE TRANSPORTATION PLAN



*Providing the highest quality integrated transportation services
for economic benefit and improved quality of life.*